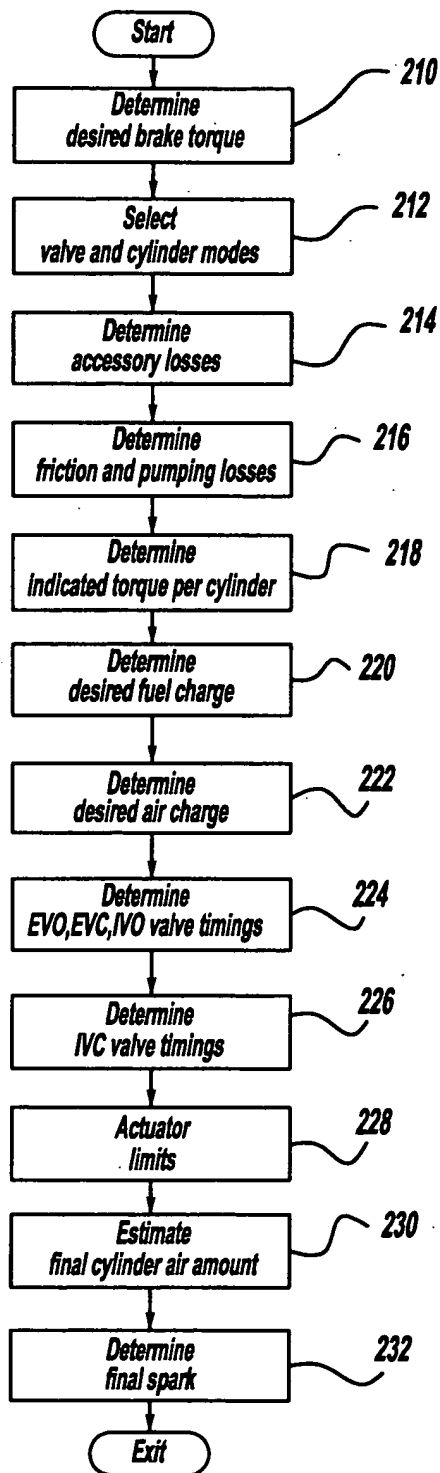
**FIG-1**

**FIG - 2**

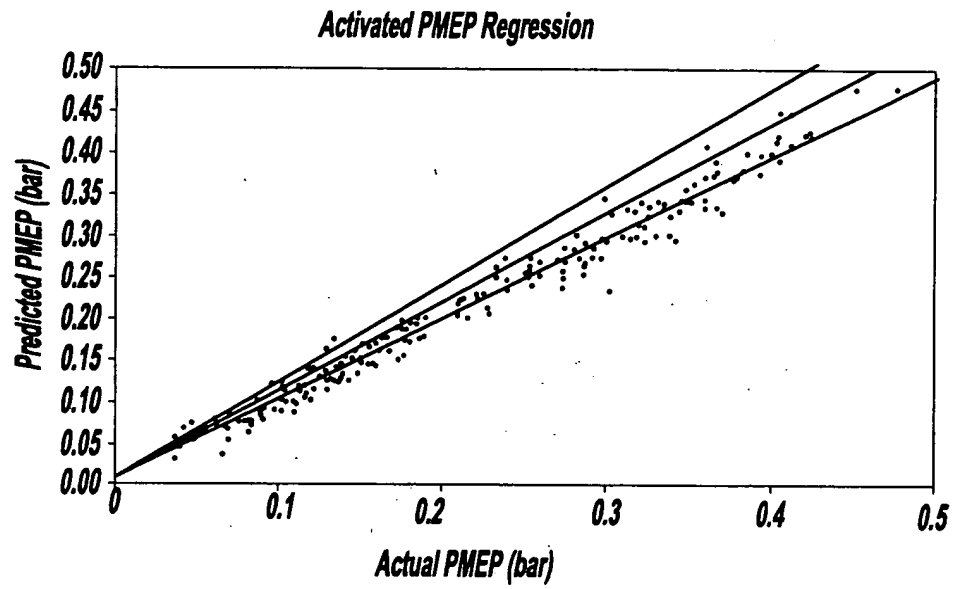


FIG - 3

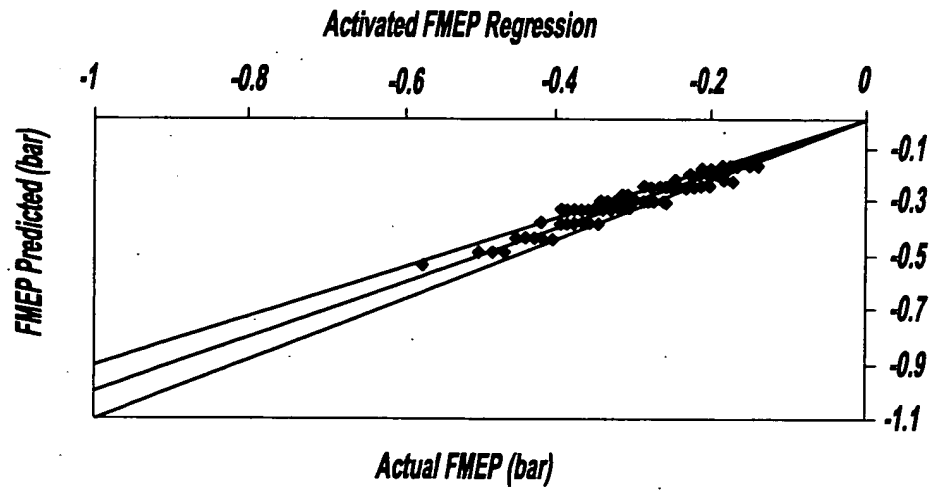
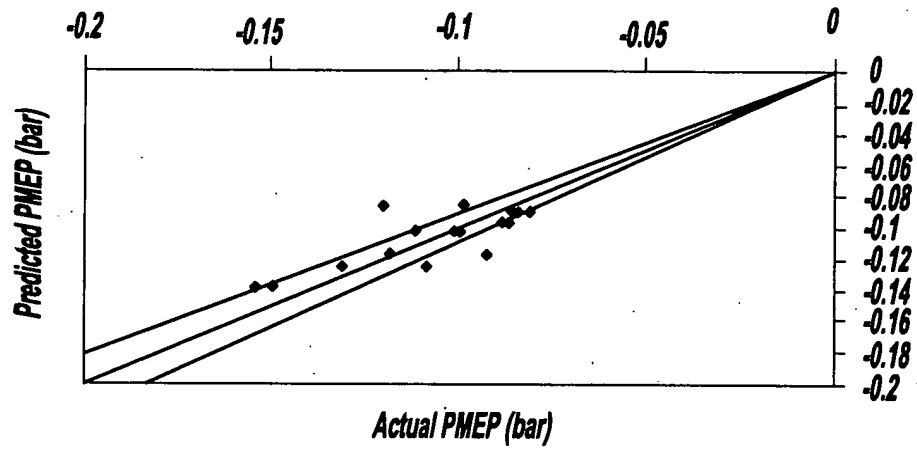
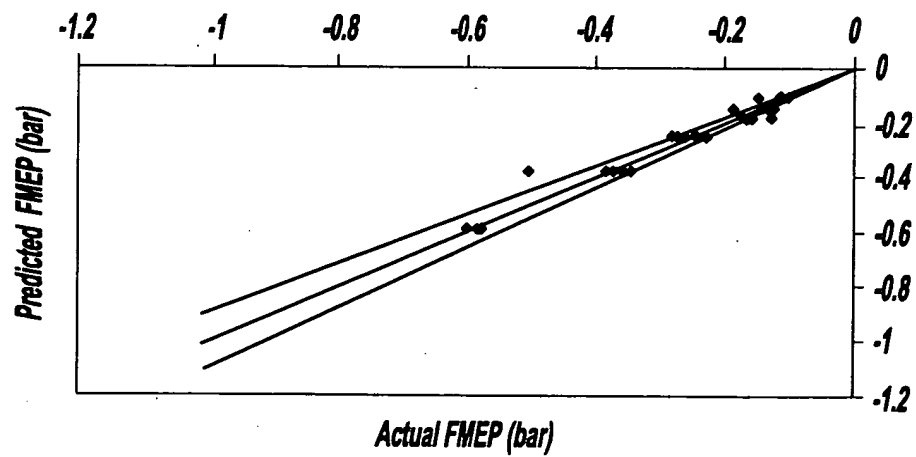
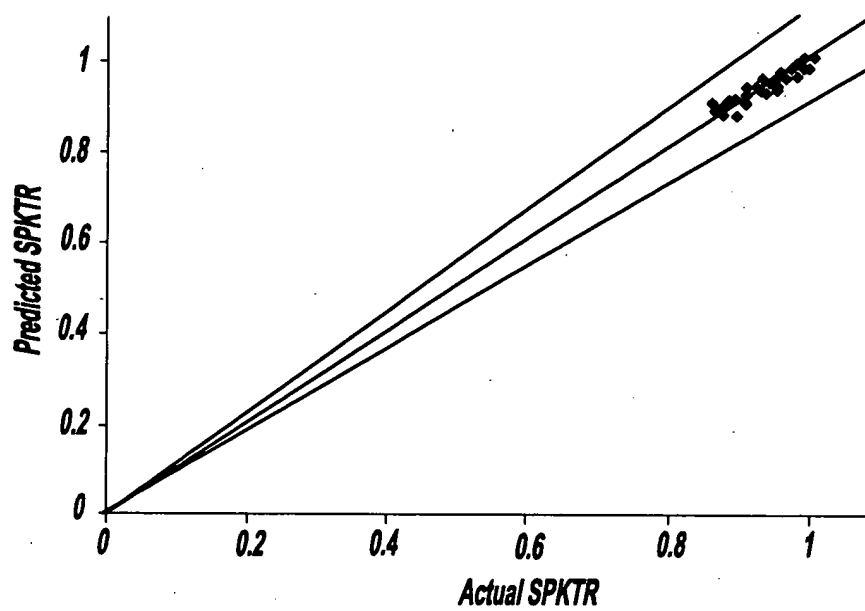
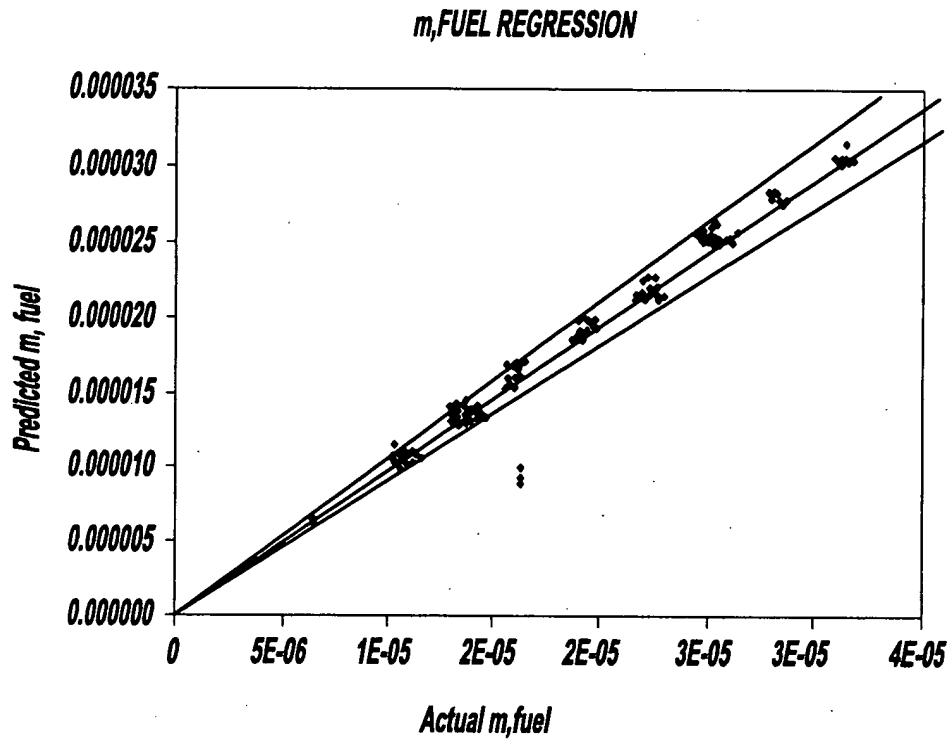


FIG - 4

Deactivated PMEP Regression**FIG - 5***Deactivated FMEP Regression***FIG - 6**

Spark Retard Torque Reduction Regression**FIG - 7**

**FIG - 8**

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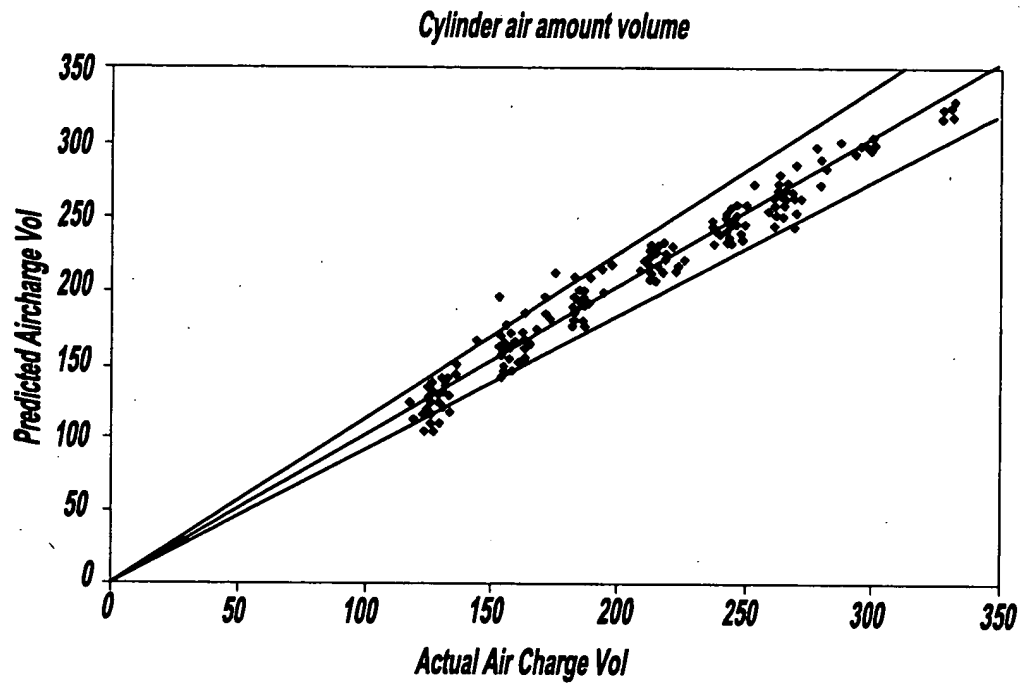
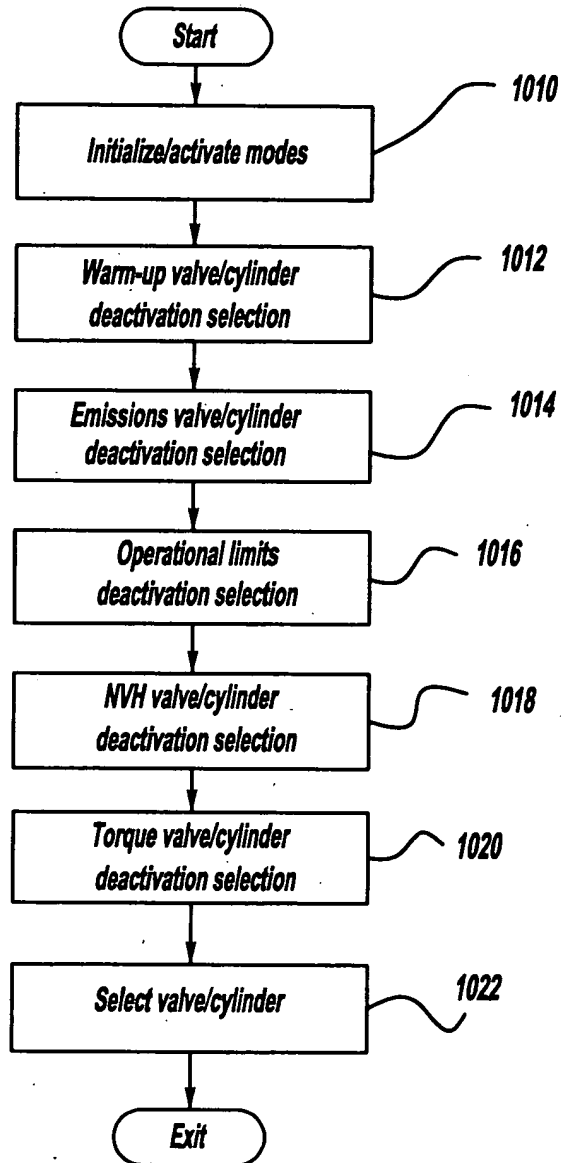


FIG - 9

**FIG - 10**

COLUMN 0 COLUMN 3

0 3

↓ DECREASING TORQUE ↑

V2	1	1	1	1	ROW 3
12-STROKE	1	1	1	1	
V4	1	1	1	1	
V8	1	1	1	1	ROW 0
	DIDE	DIAE	AIDE	AIAE	

→ DECREASING TORQUE →

FIG - 11

COLUMN 0 COLUMN 3

0 3

↓ DECREASING TORQUE ↑

V2	0	0	0	0	ROW 3
12-STROKE	0	0	0	0	
V4	1	1	0	0	
V8	1	1	1	1	ROW 0
	DIDE	DIAE	AIDE	AIAE	

→ DECREASING TORQUE →

FIG - 12

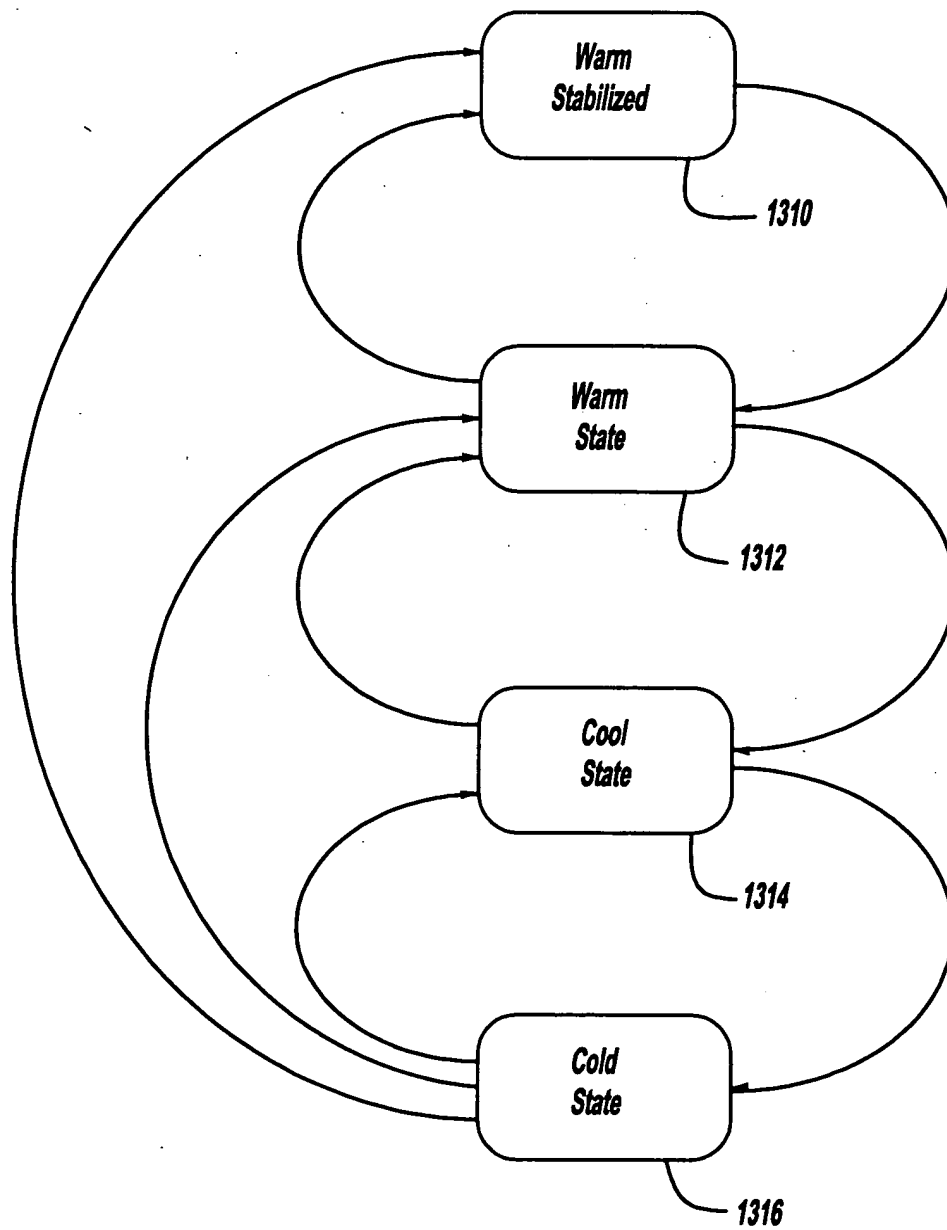


FIG - 13

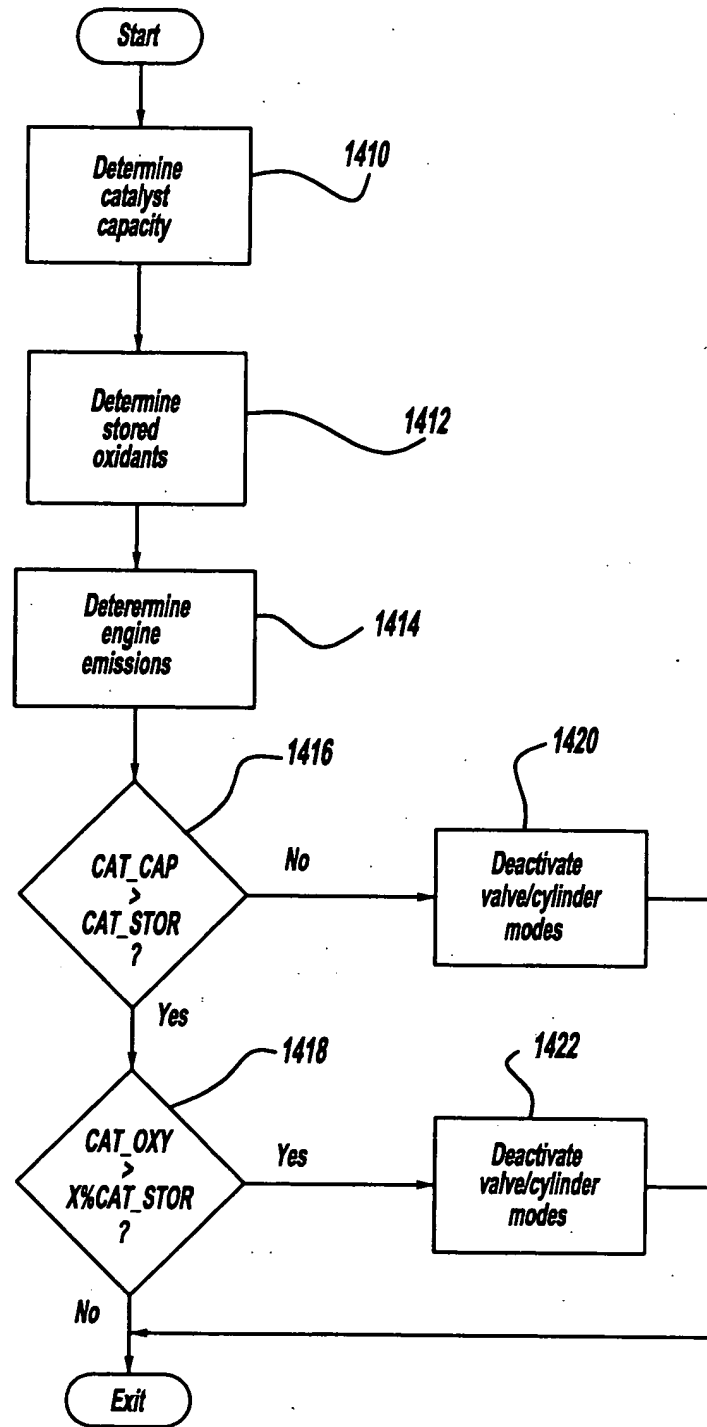
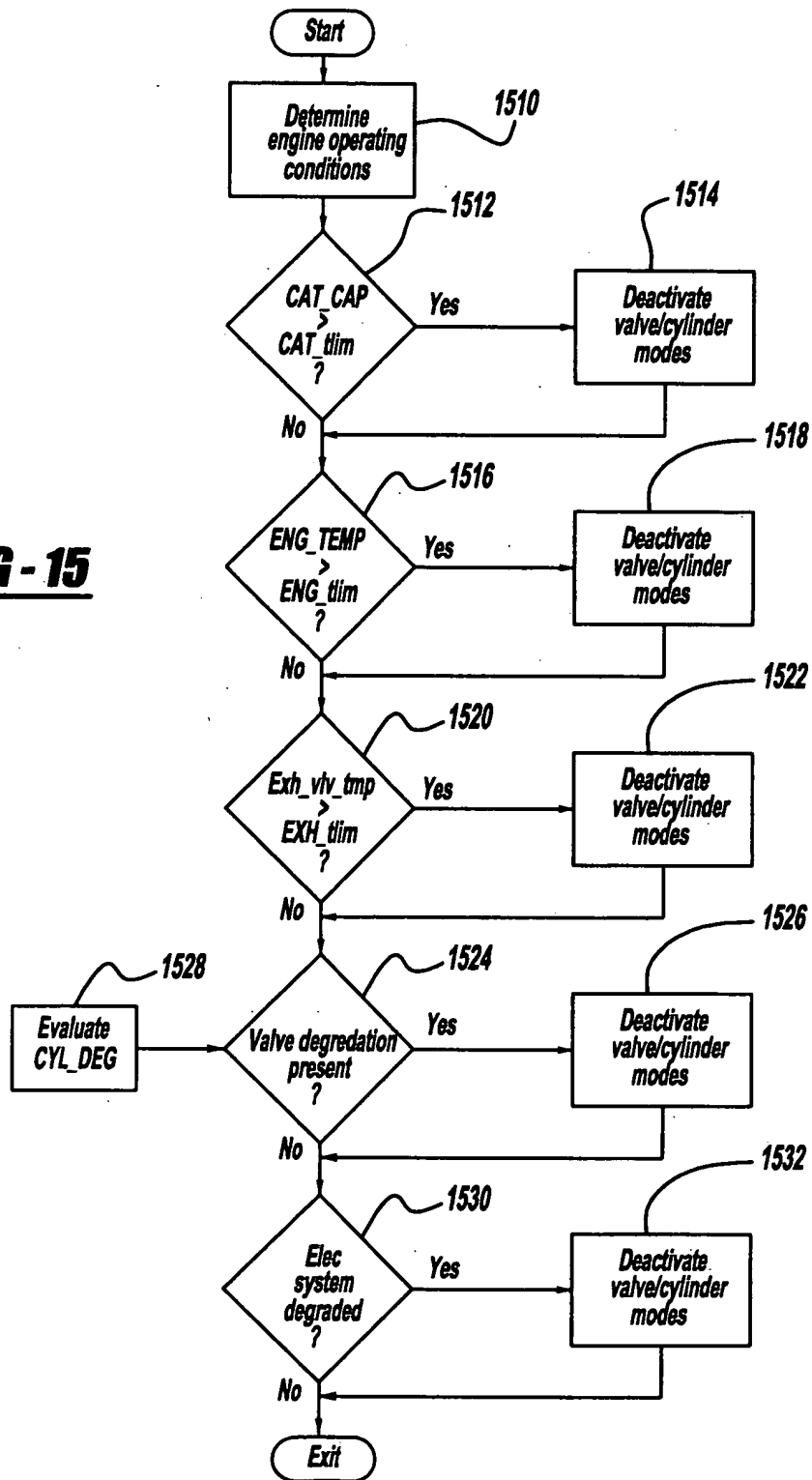
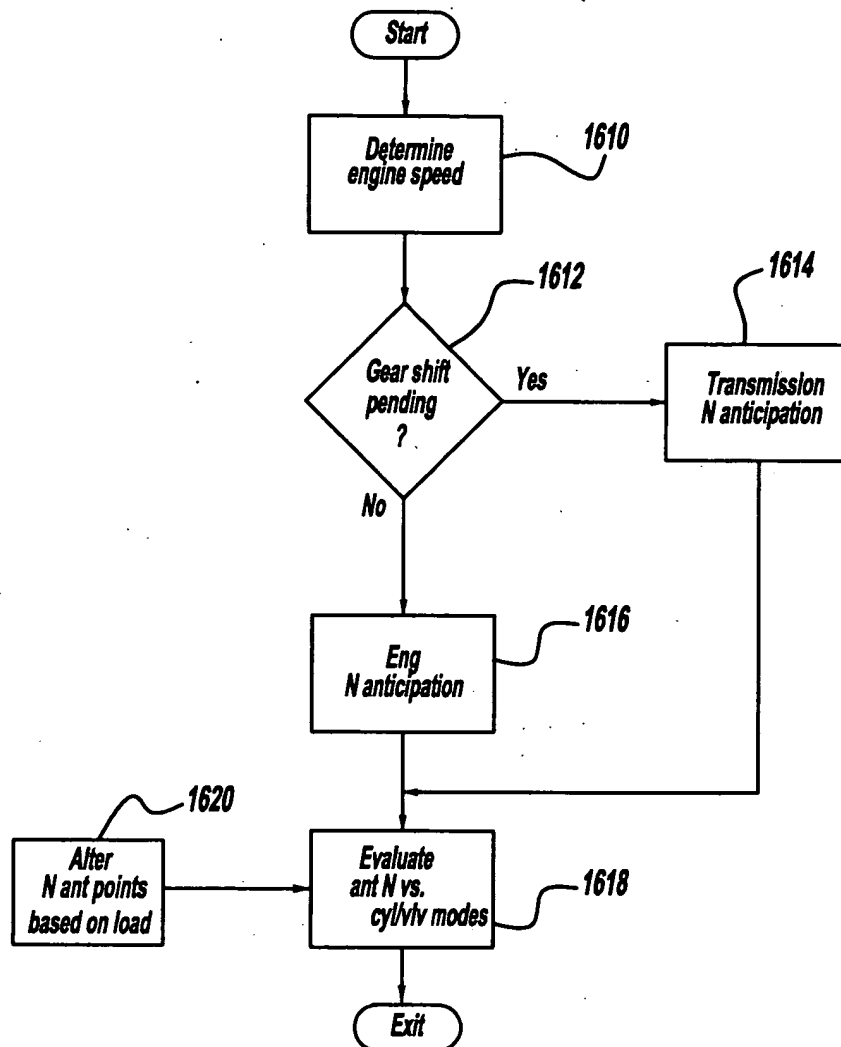
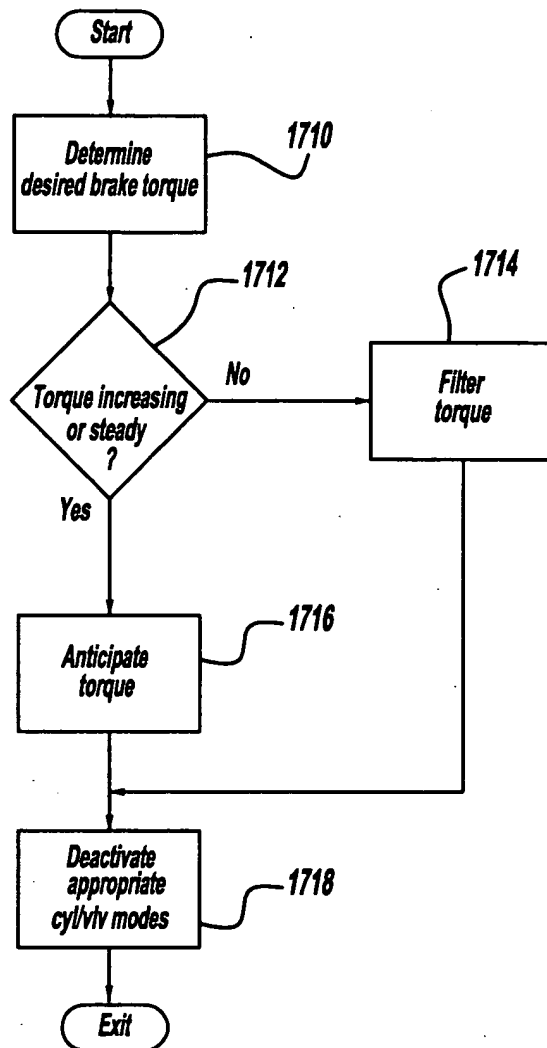
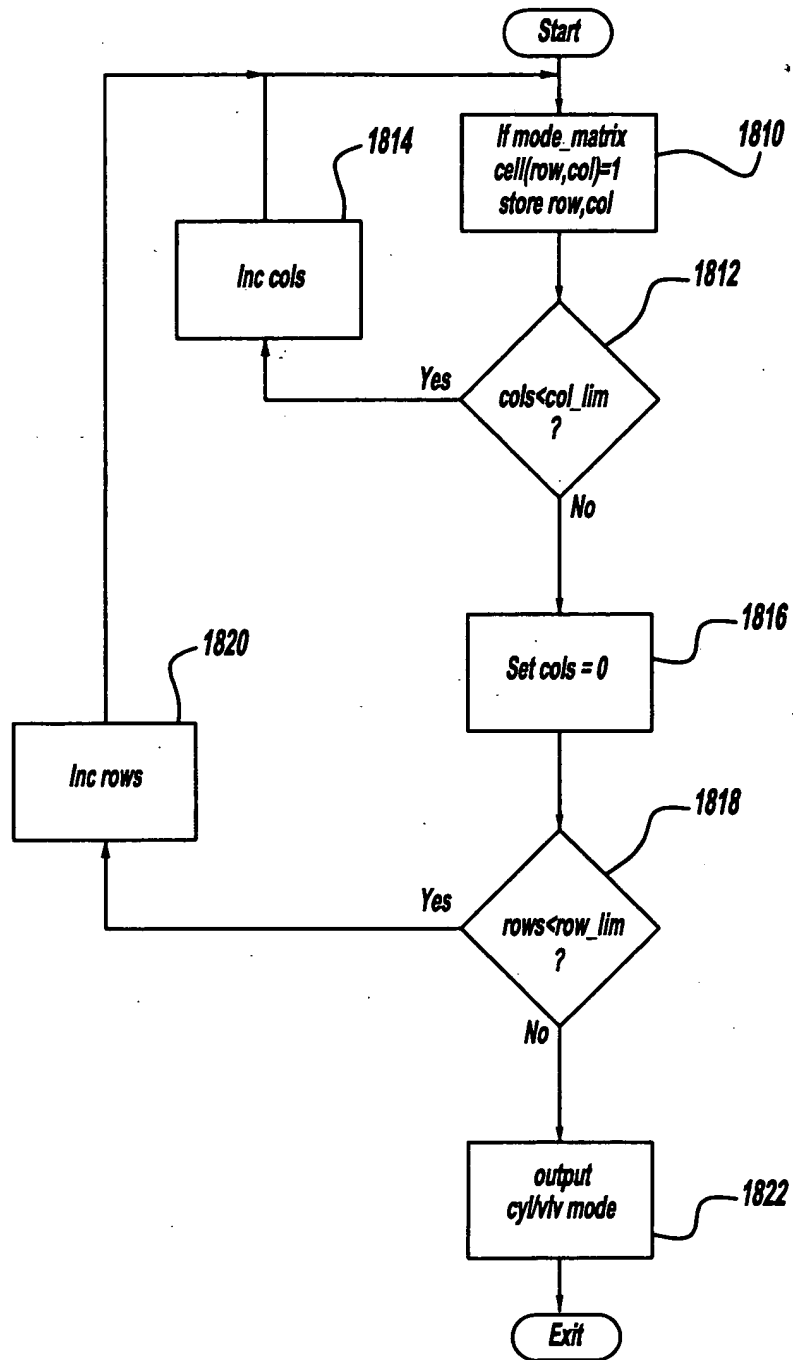
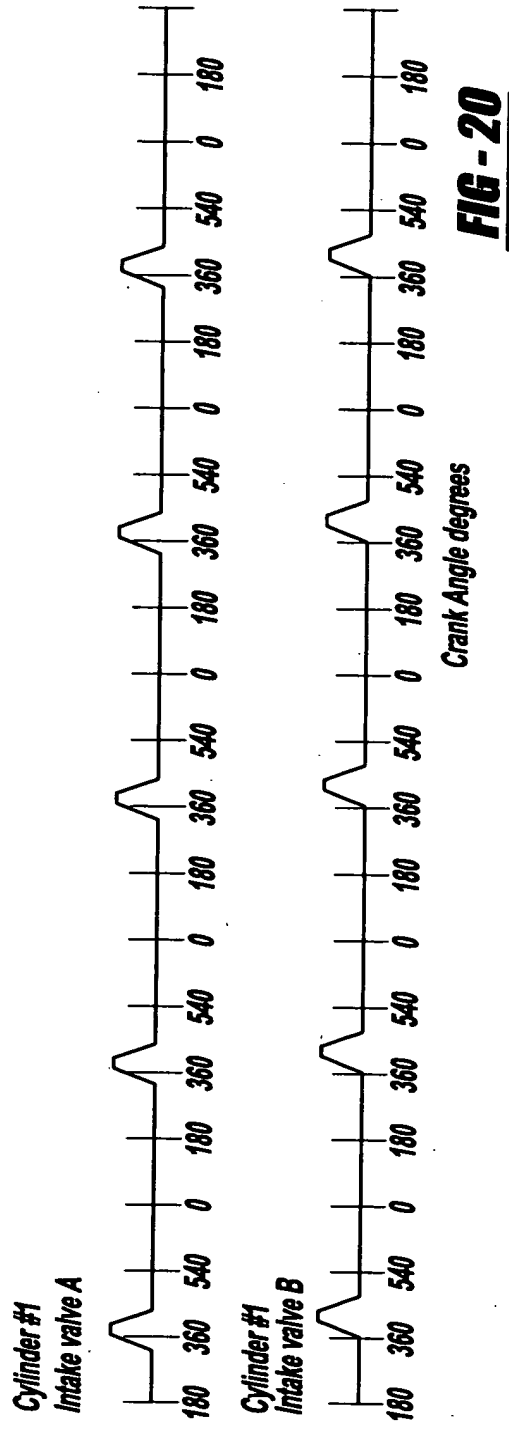
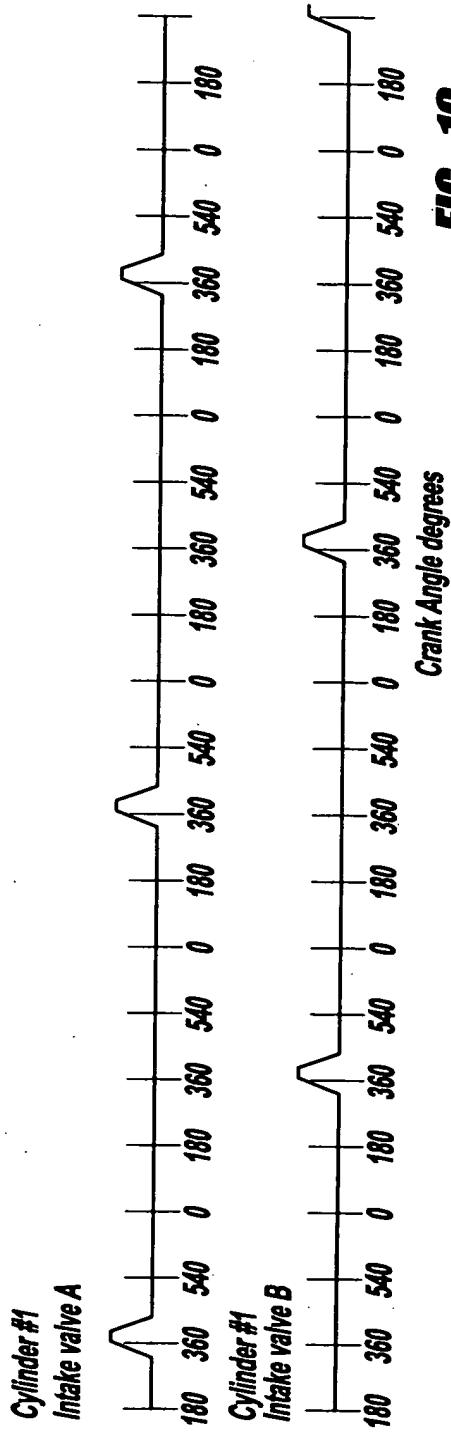
FIG - 14

FIG - 15

**FIG - 16**

**FIG - 17**

**FIG - 18**



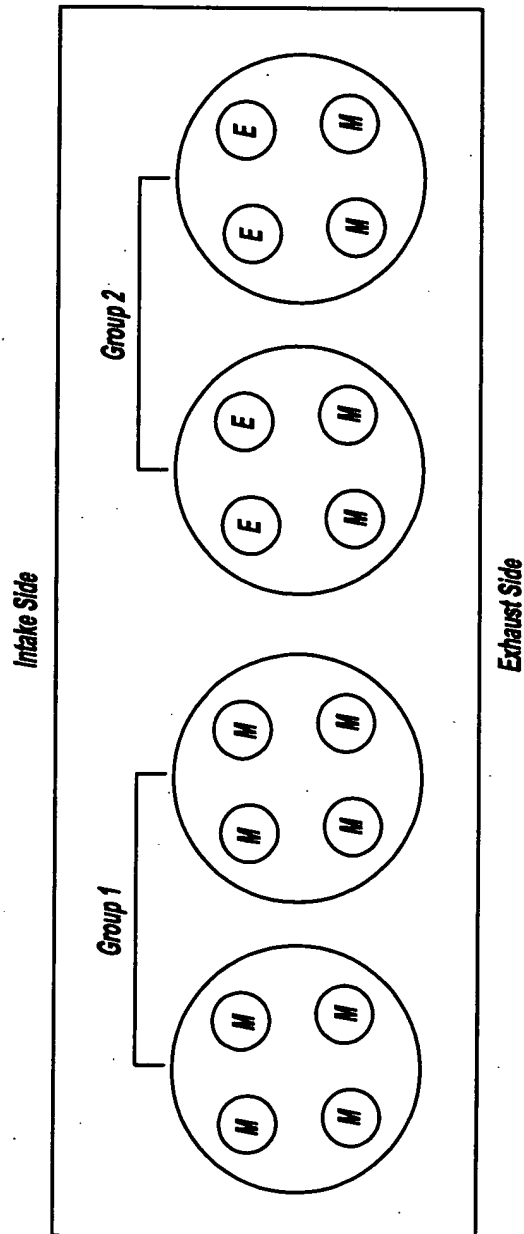


FIG - 21

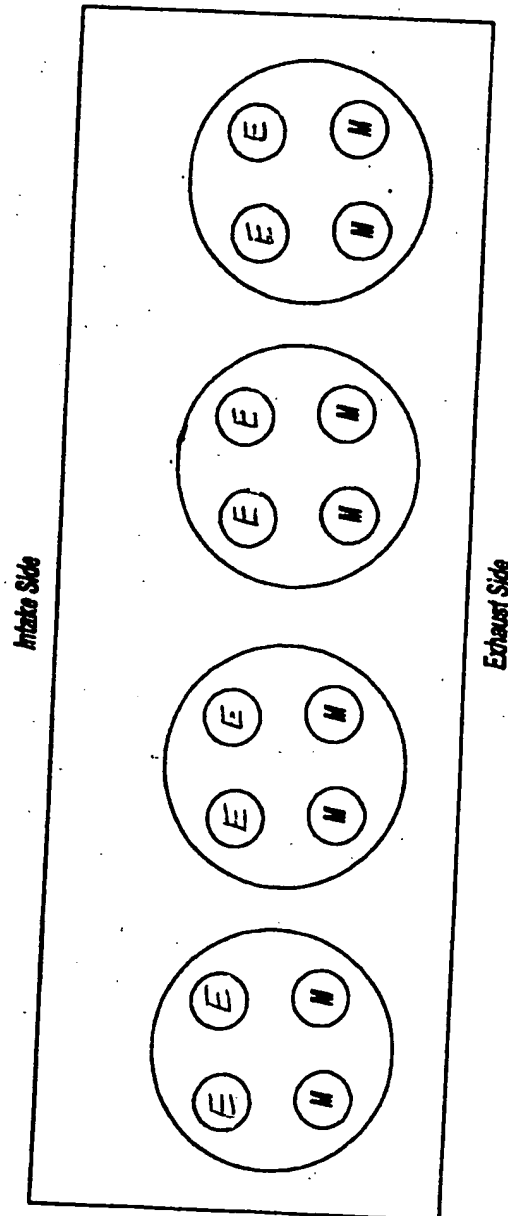


FIG - 21A

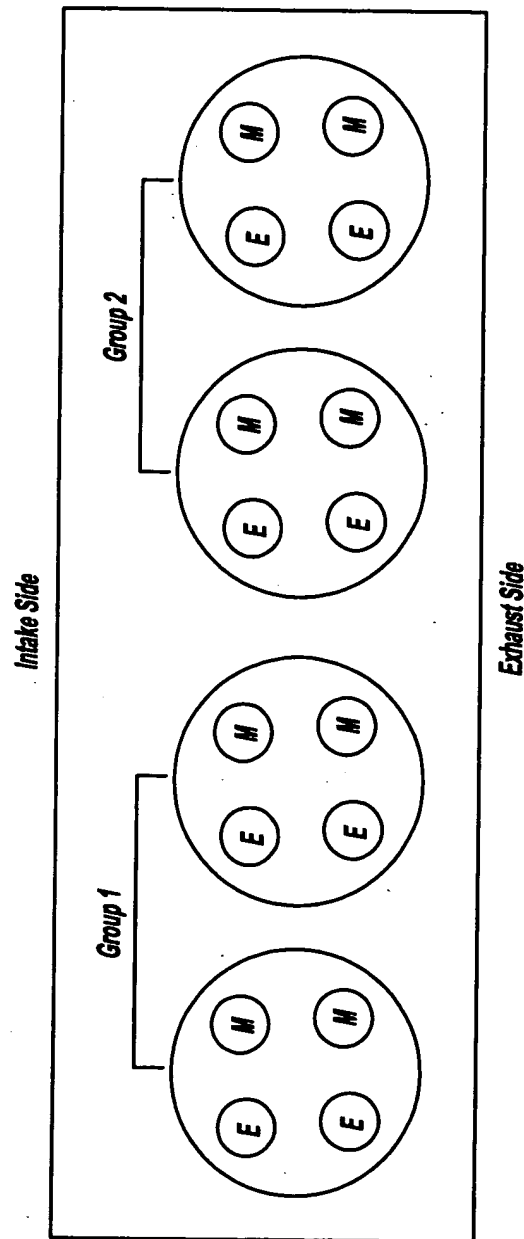


FIG - 22

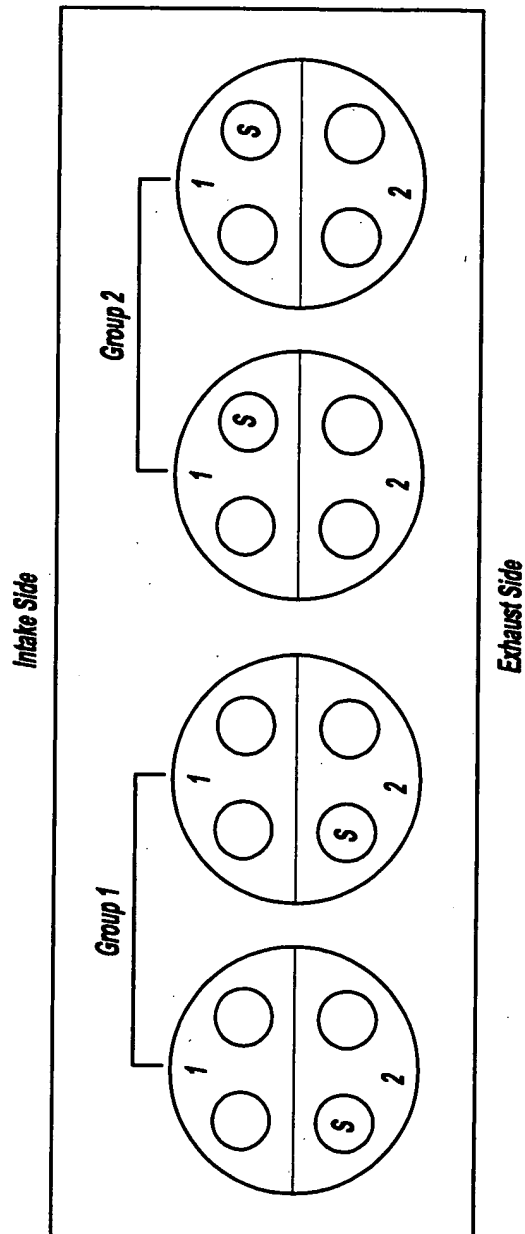


FIG - 23

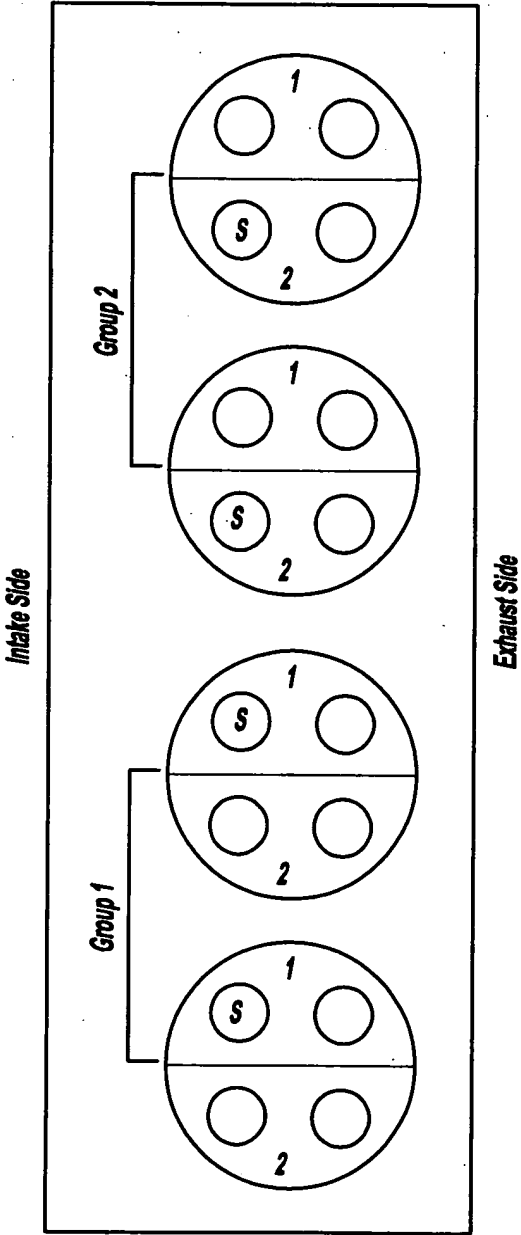


FIG - 24

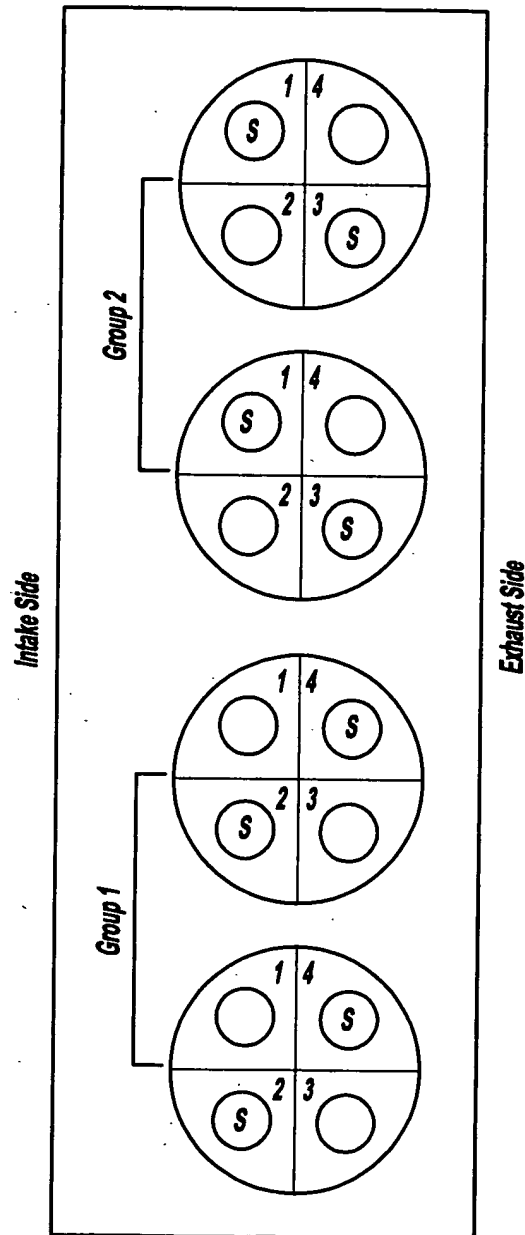


FIG - 25

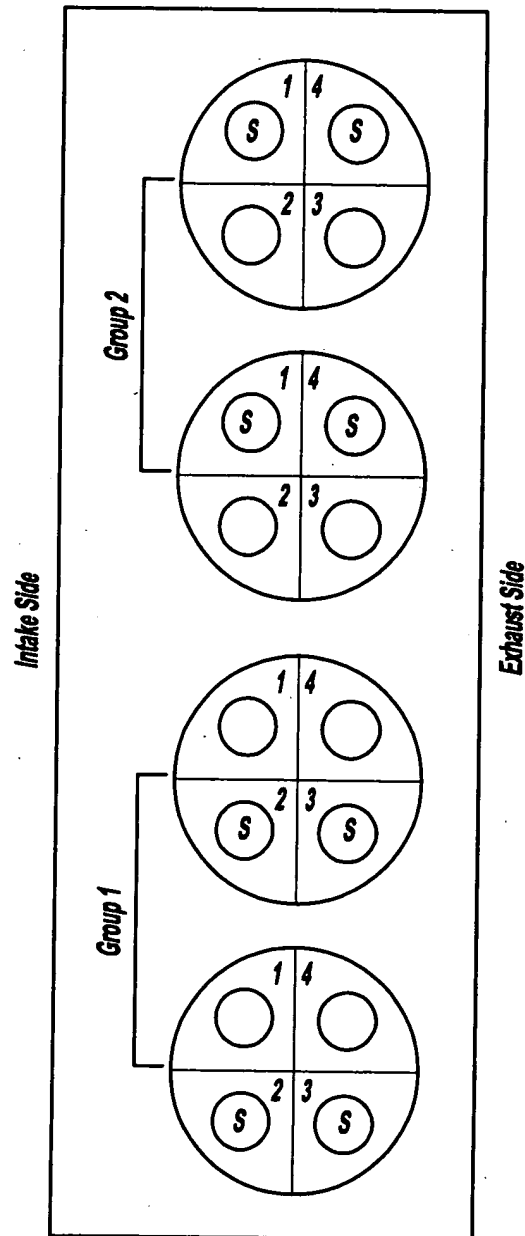


FIG - 26

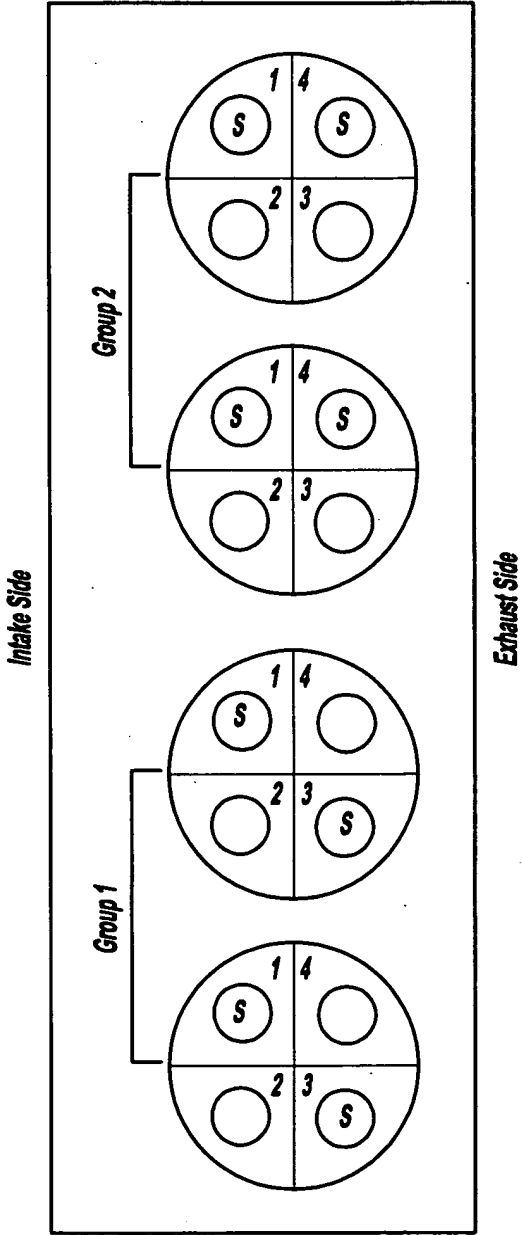


FIG - 27

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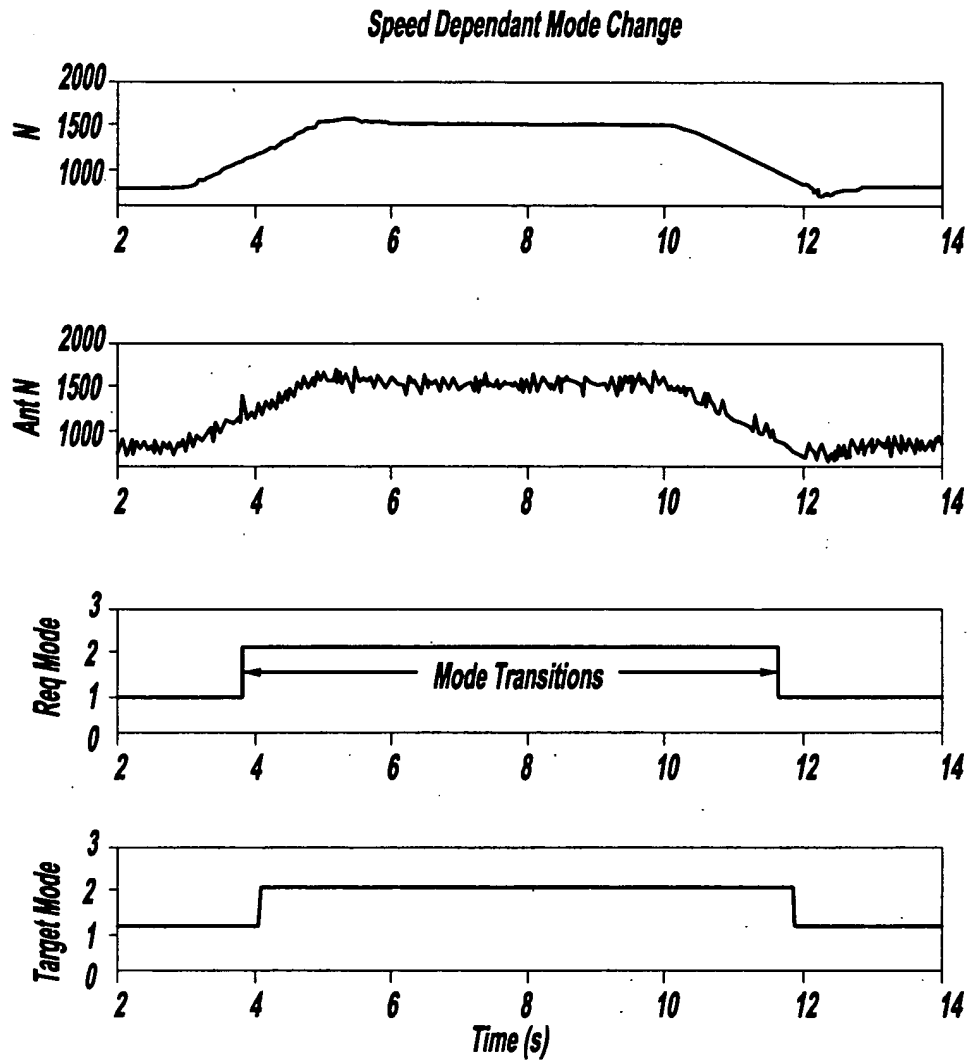
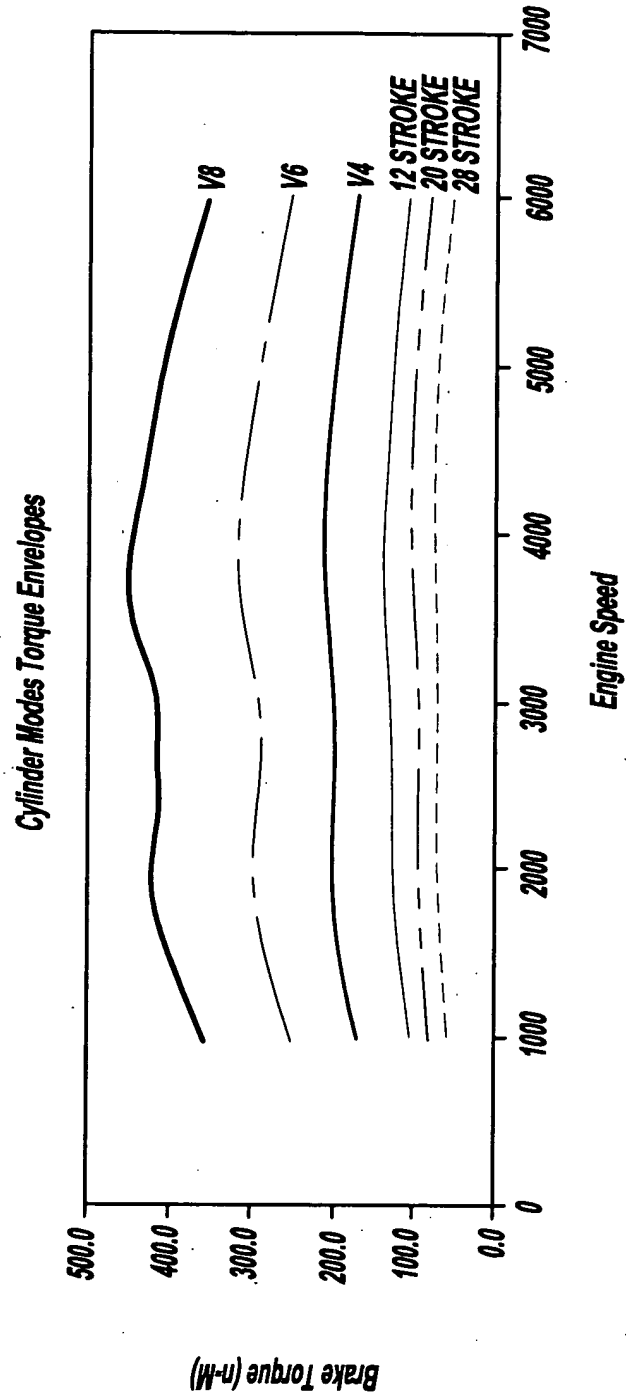


FIG - 28

**FIG - 29**

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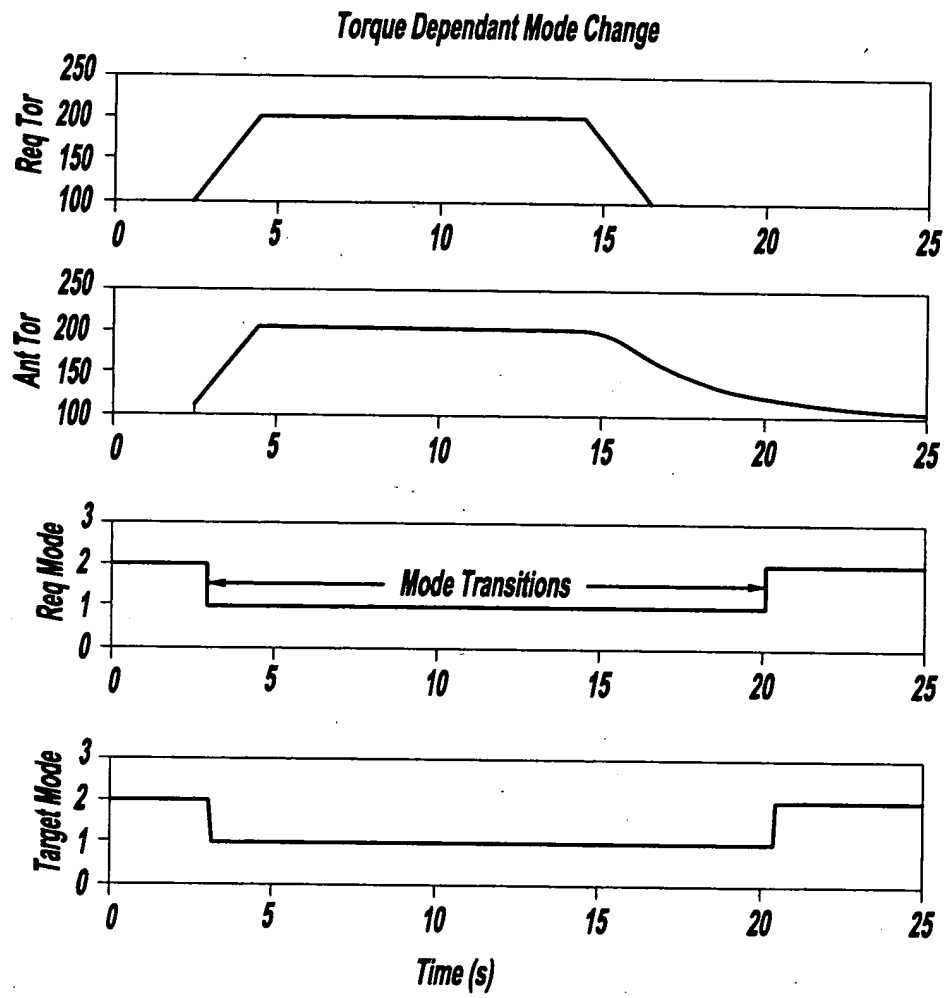
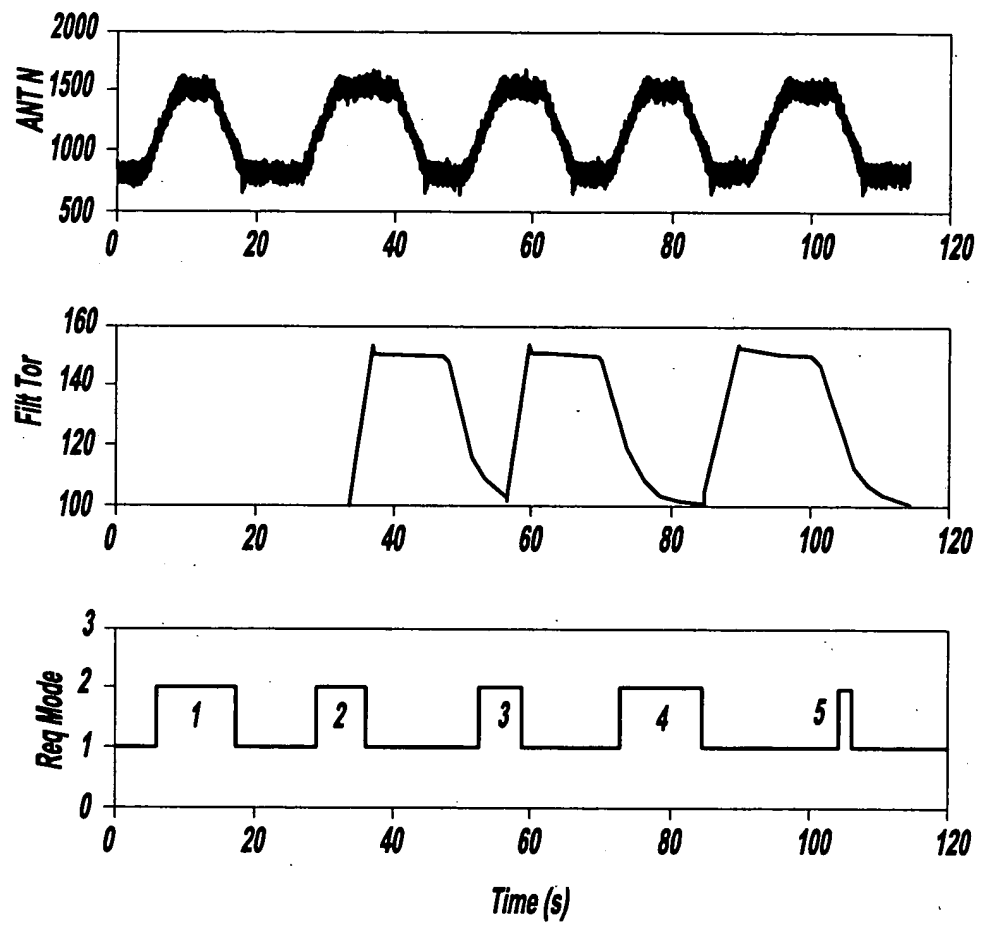
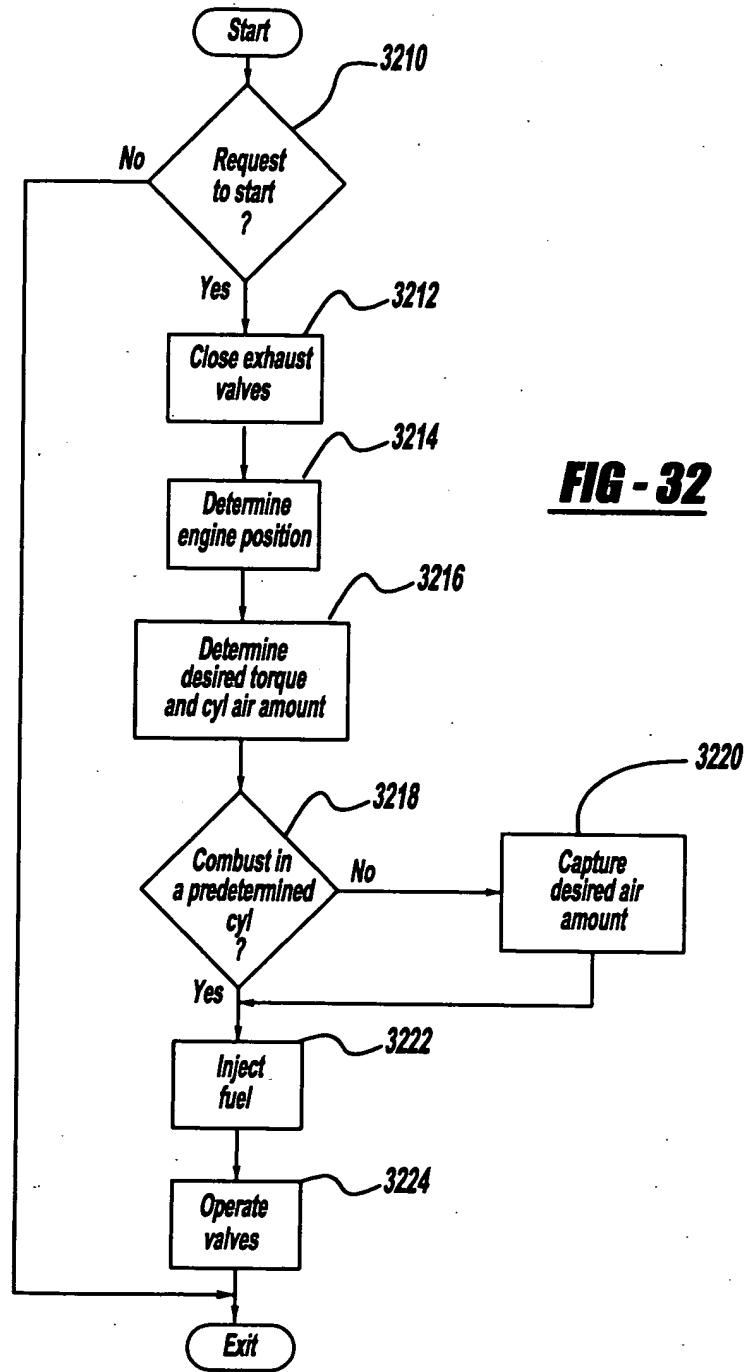


FIG - 30

Speed and Torque Dependant Mode Changes**FIG - 31**



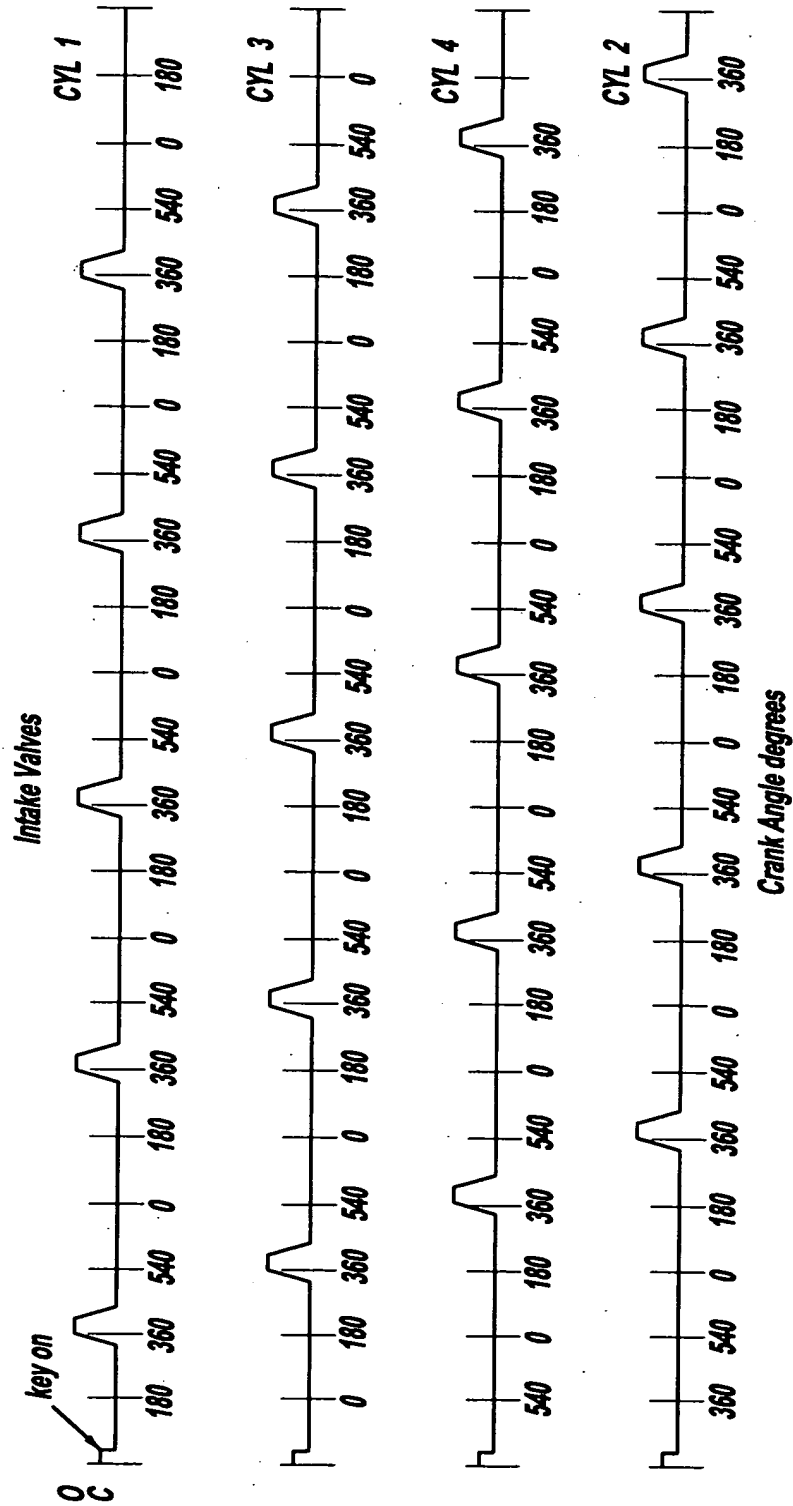
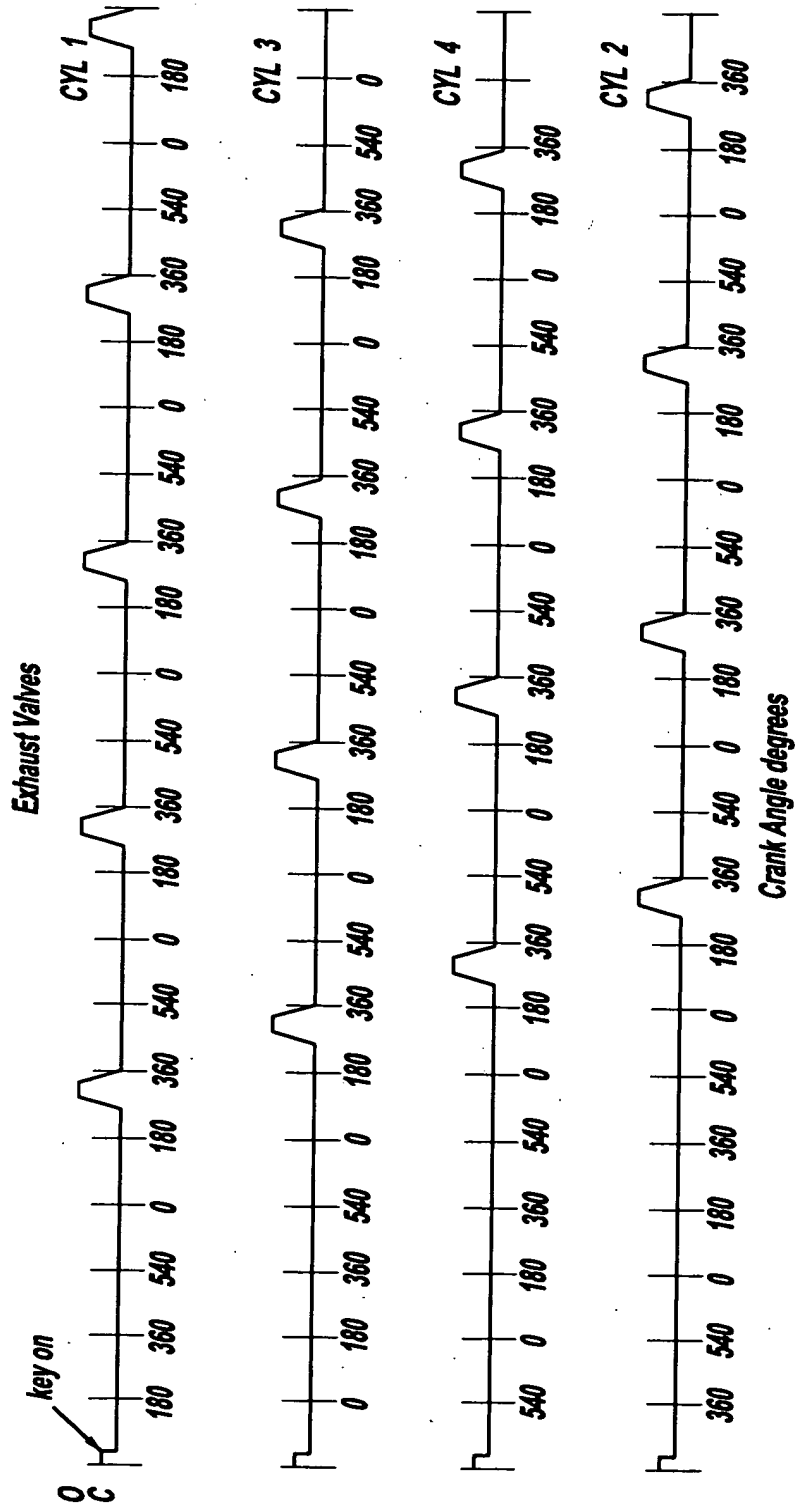


FIG - 33a

**FIG - 33b**

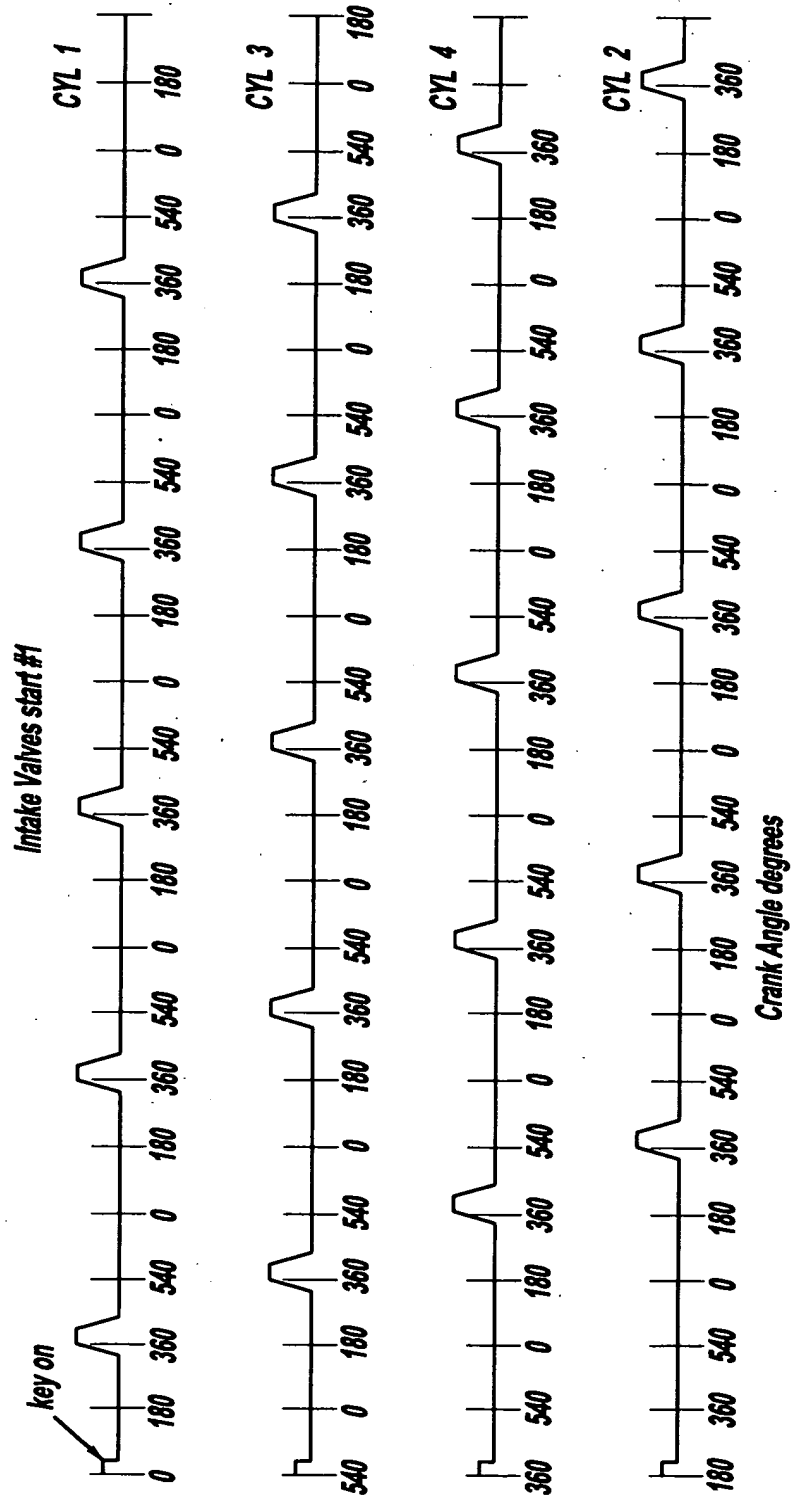


FIG - 34a

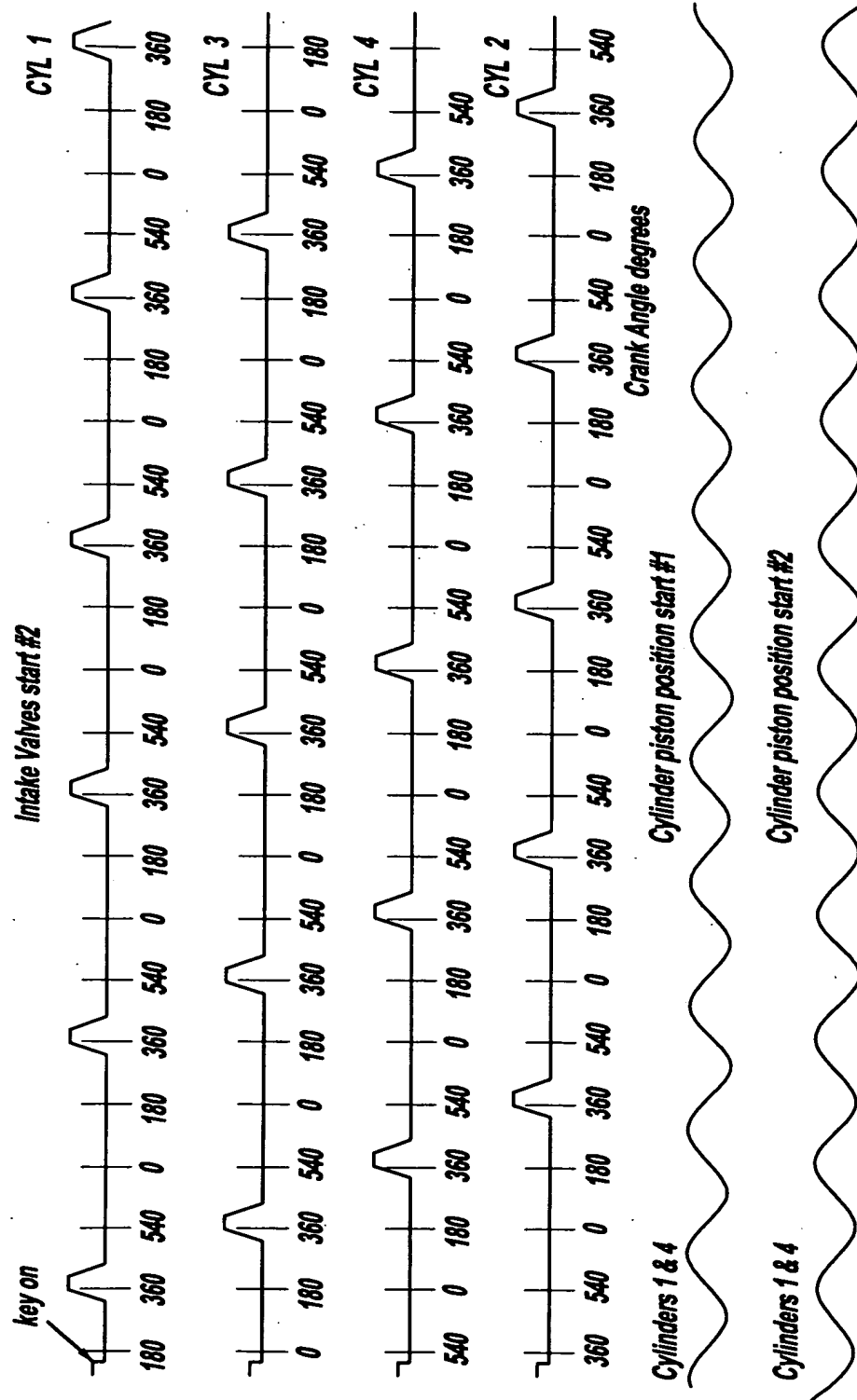


FIG - 34b

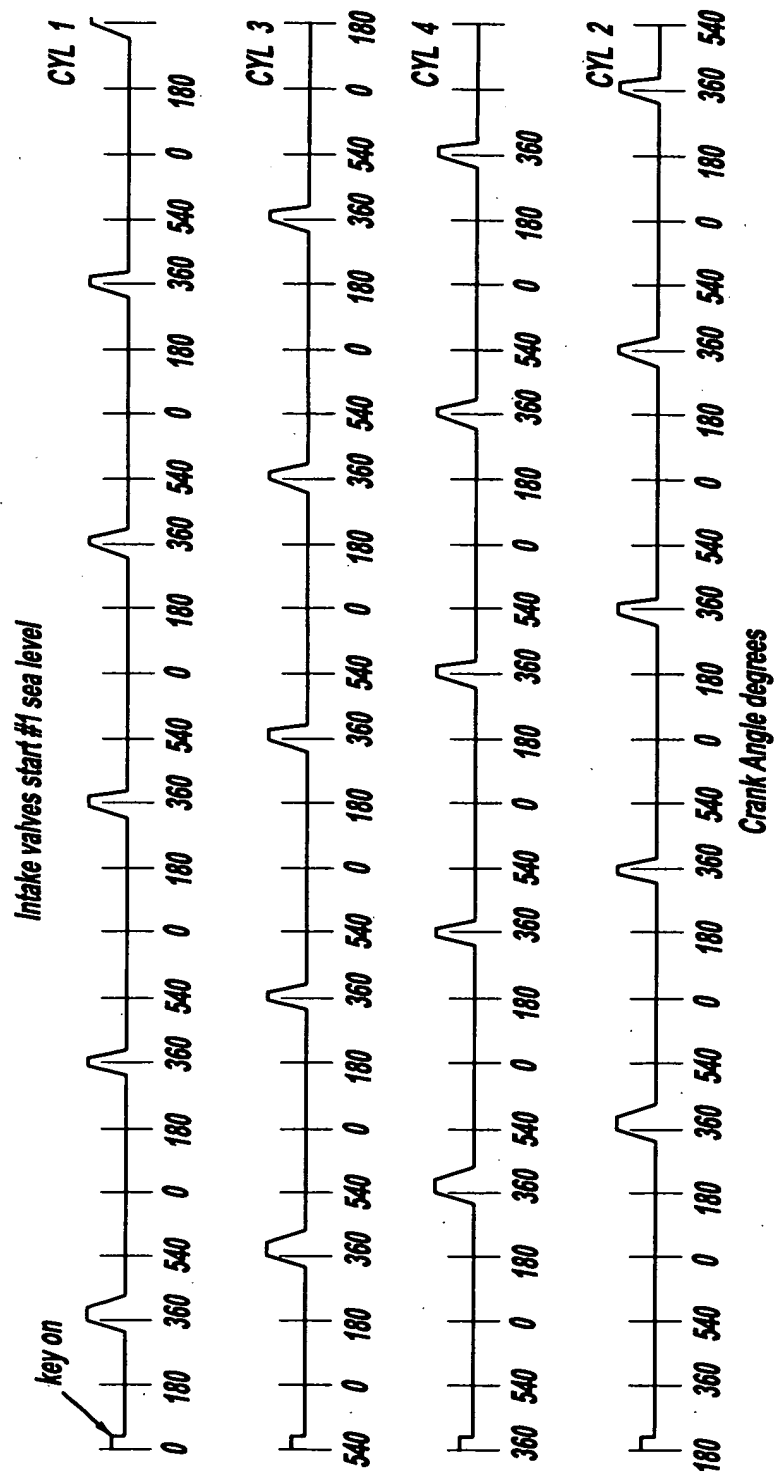
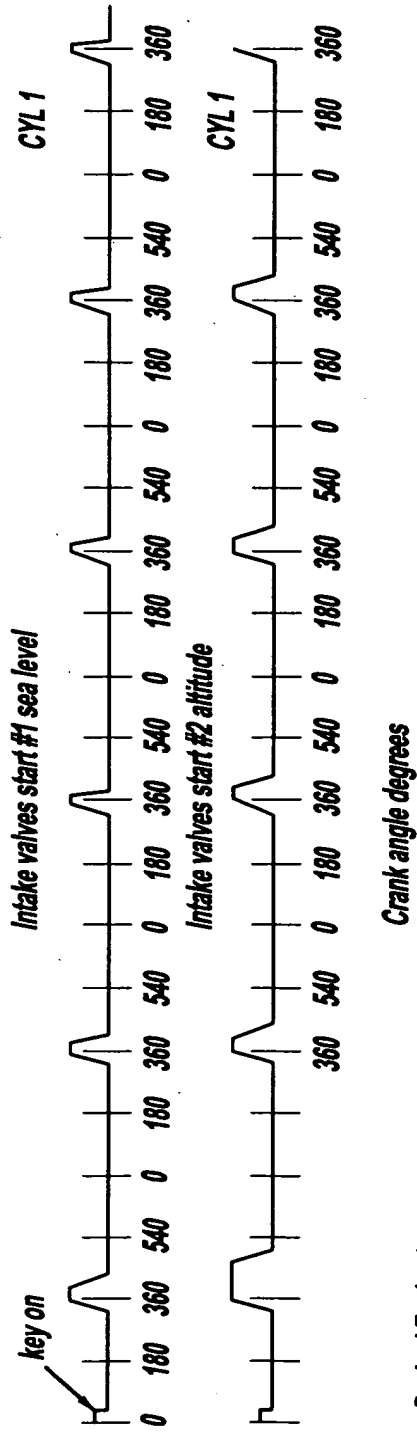


FIG - 35a



Desired Engine torque



Engine Speed

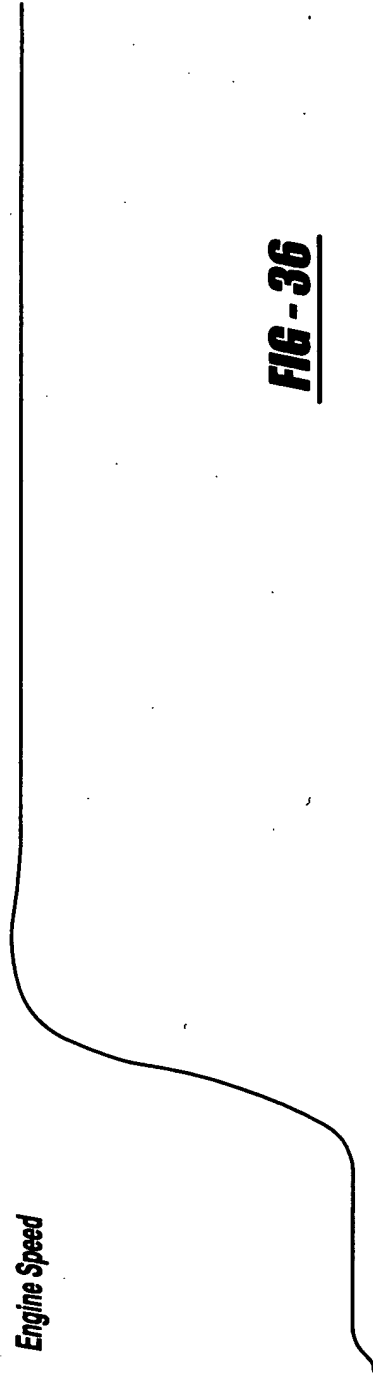
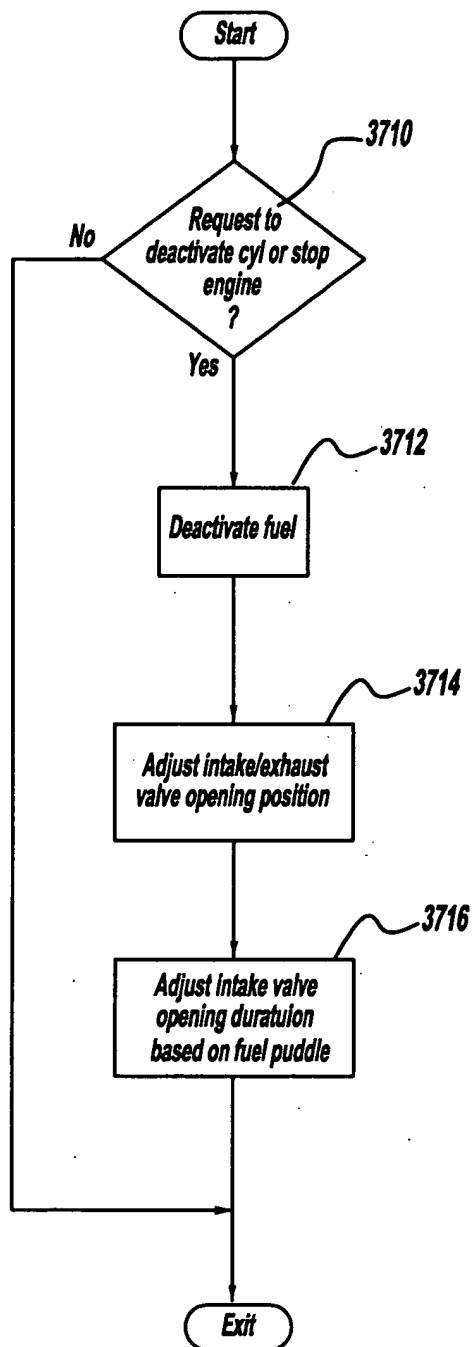


FIG - 36

**FIG - 37**

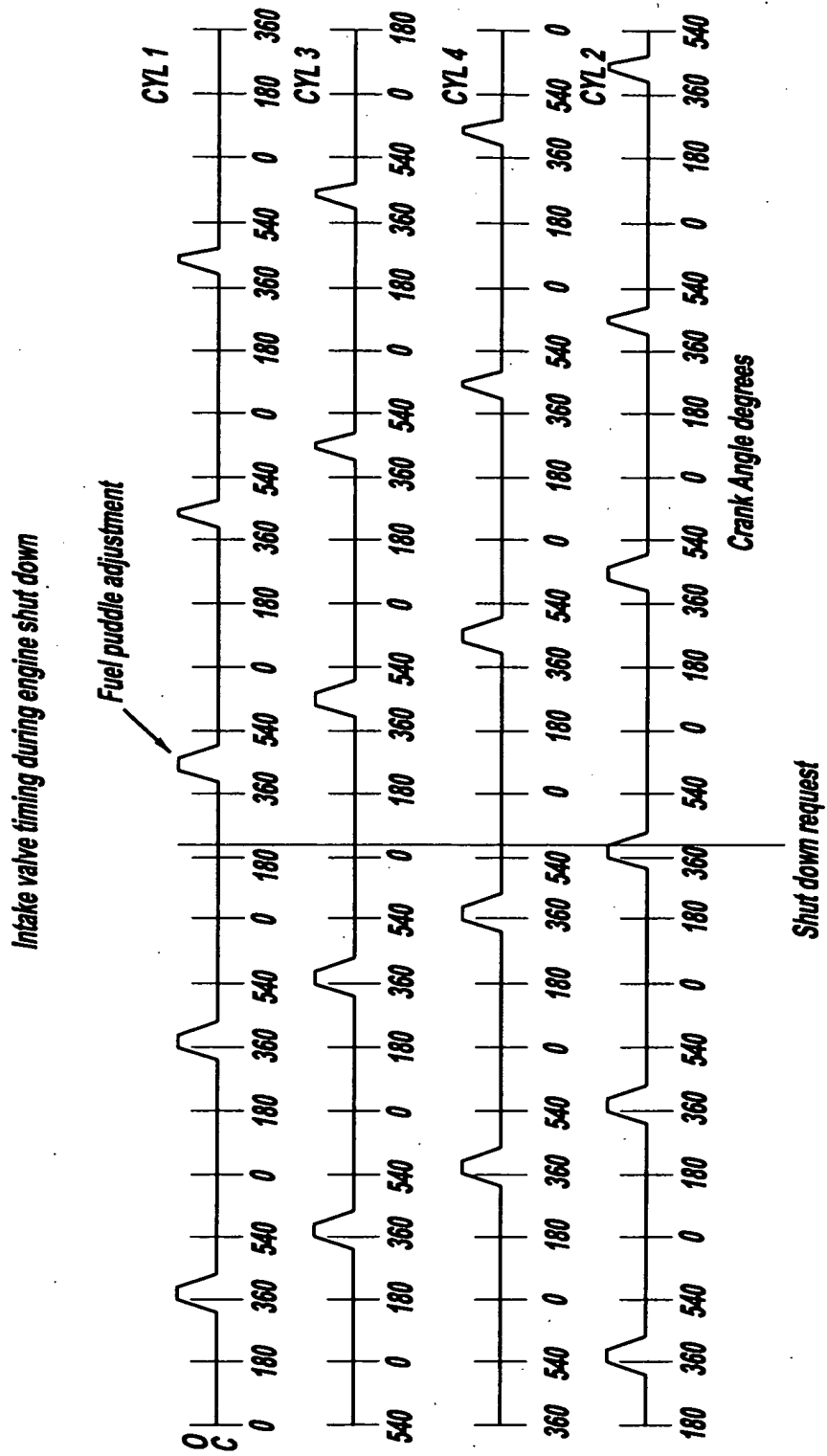
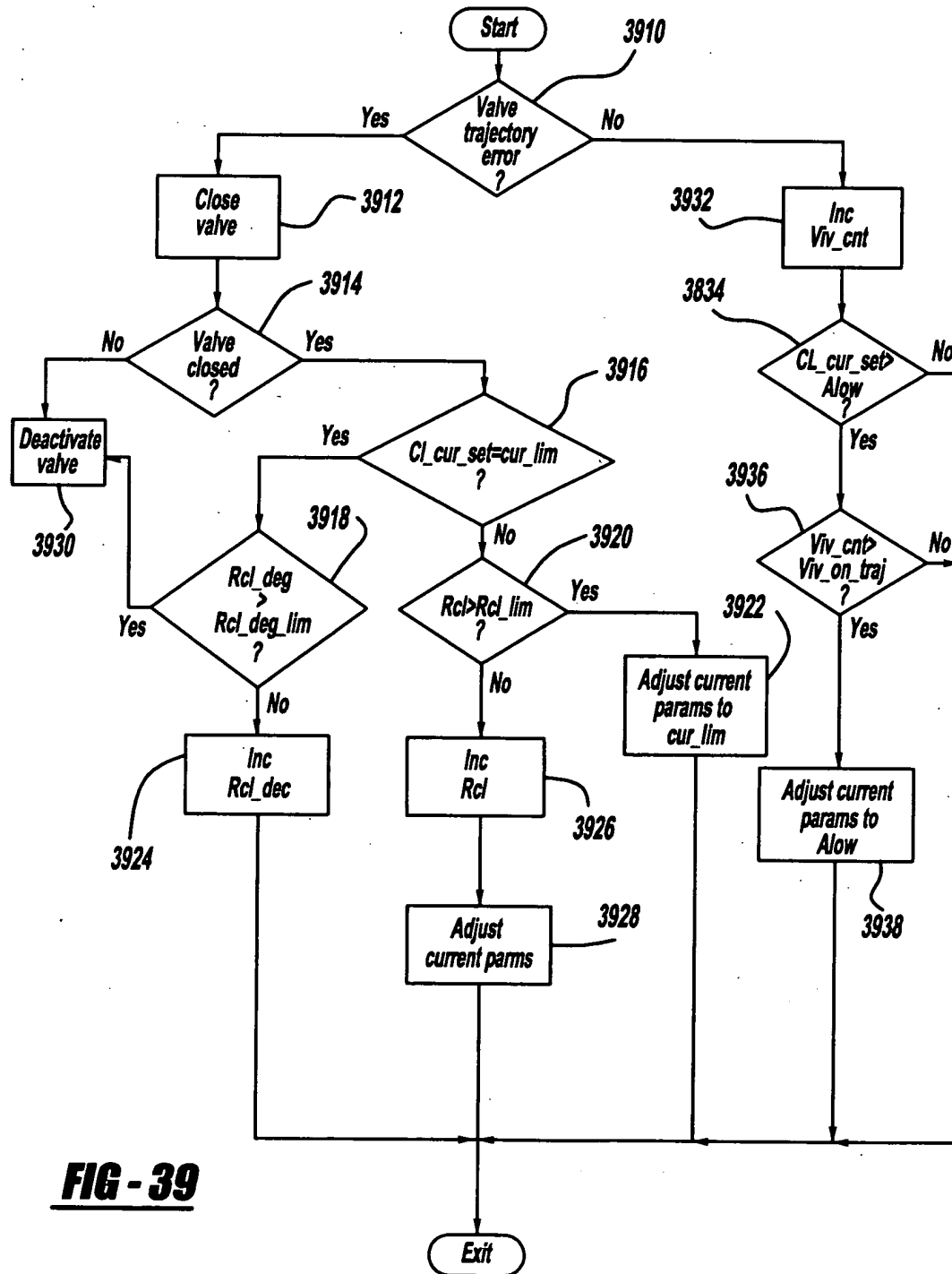


FIG - 38



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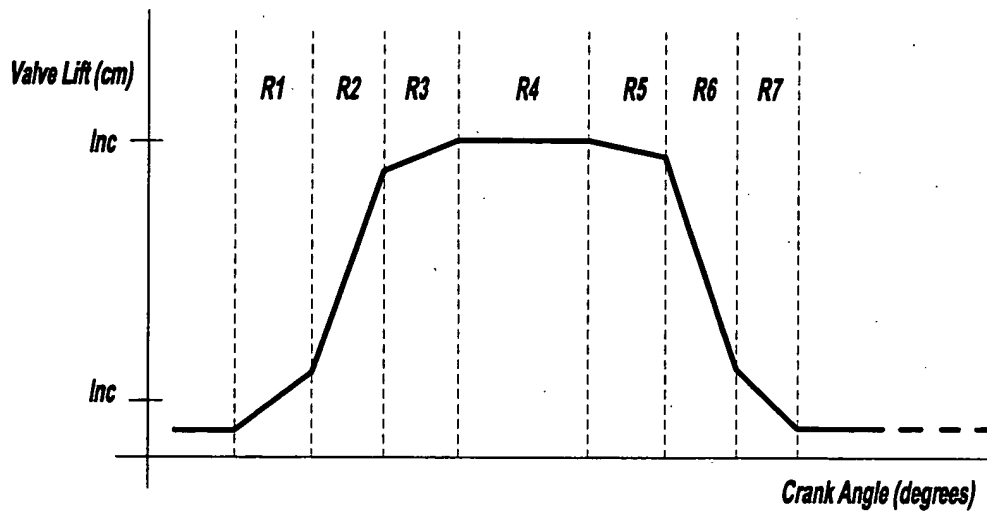


FIG - 40

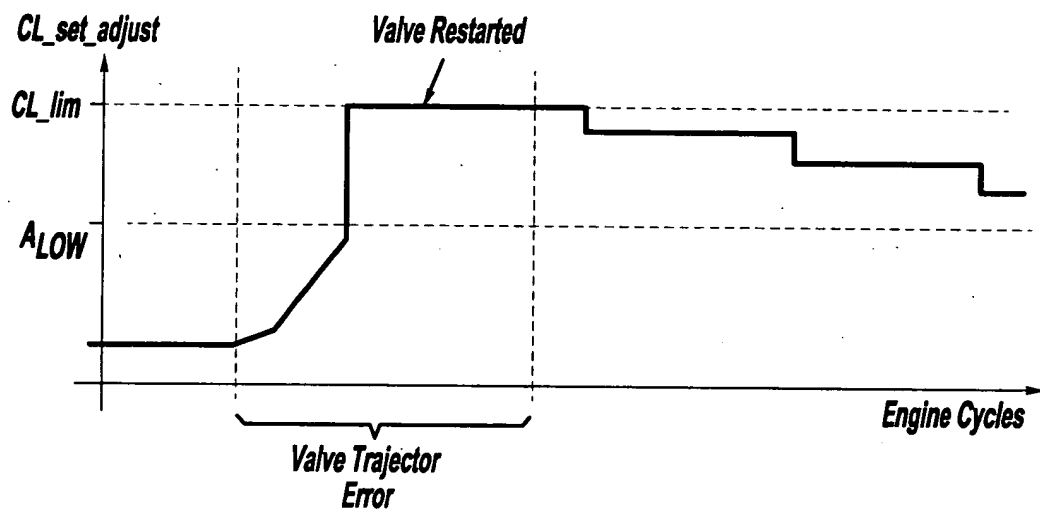
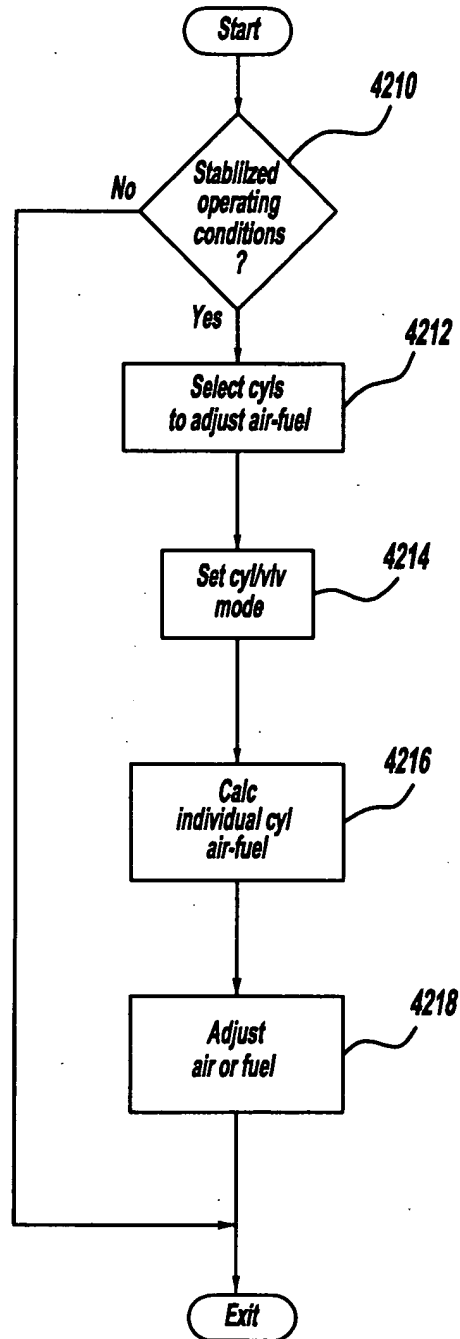


FIG - 41

**FIG - 42**

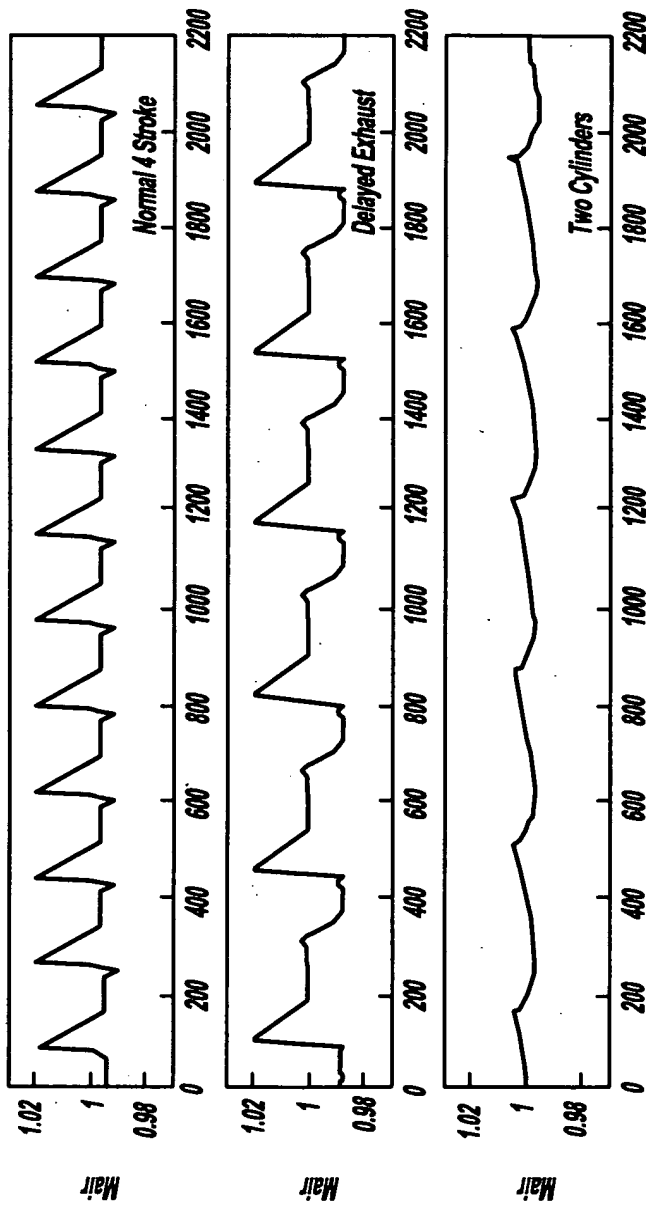
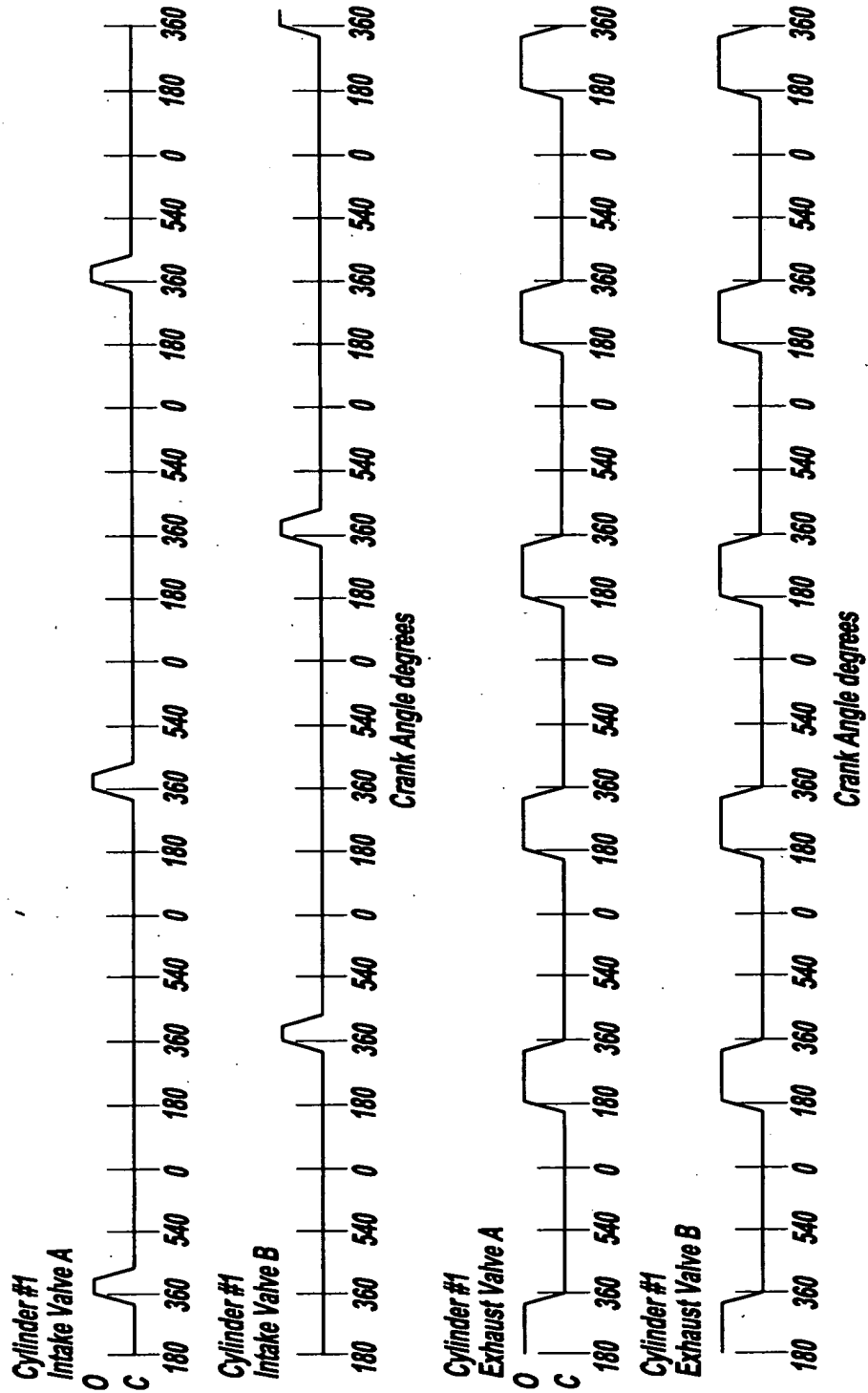


FIG - 43

**FIG - 44**

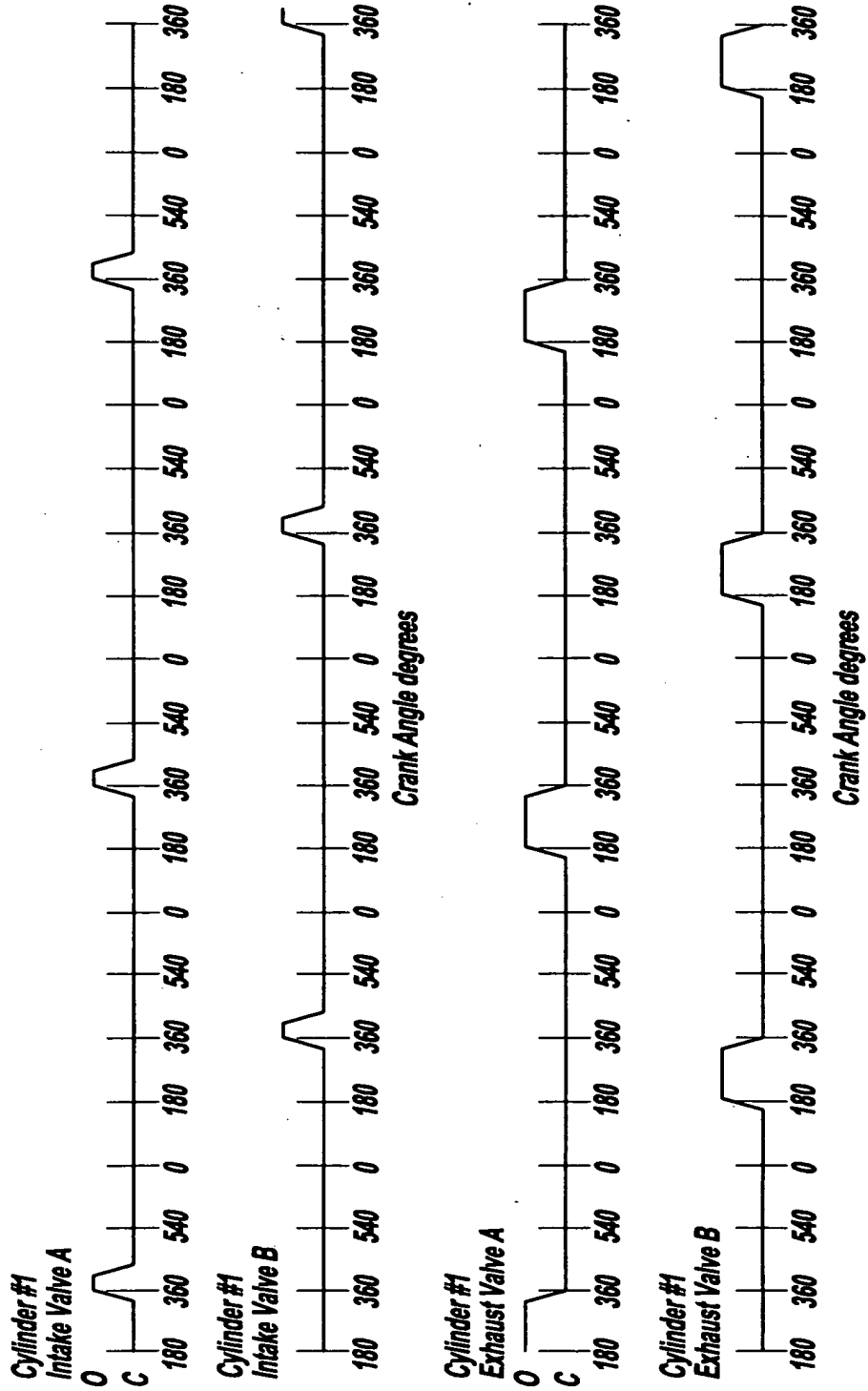


FIG - 45

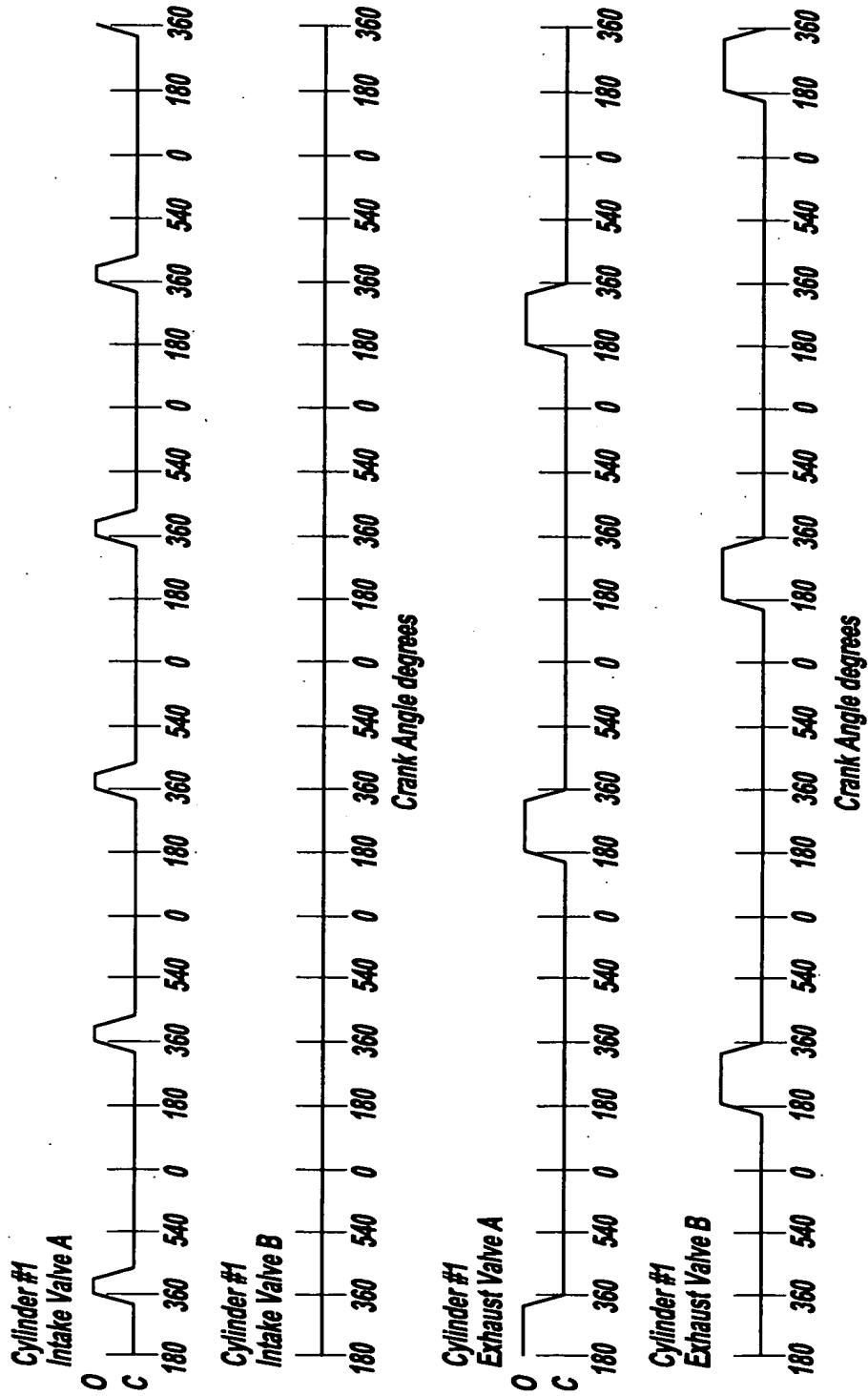
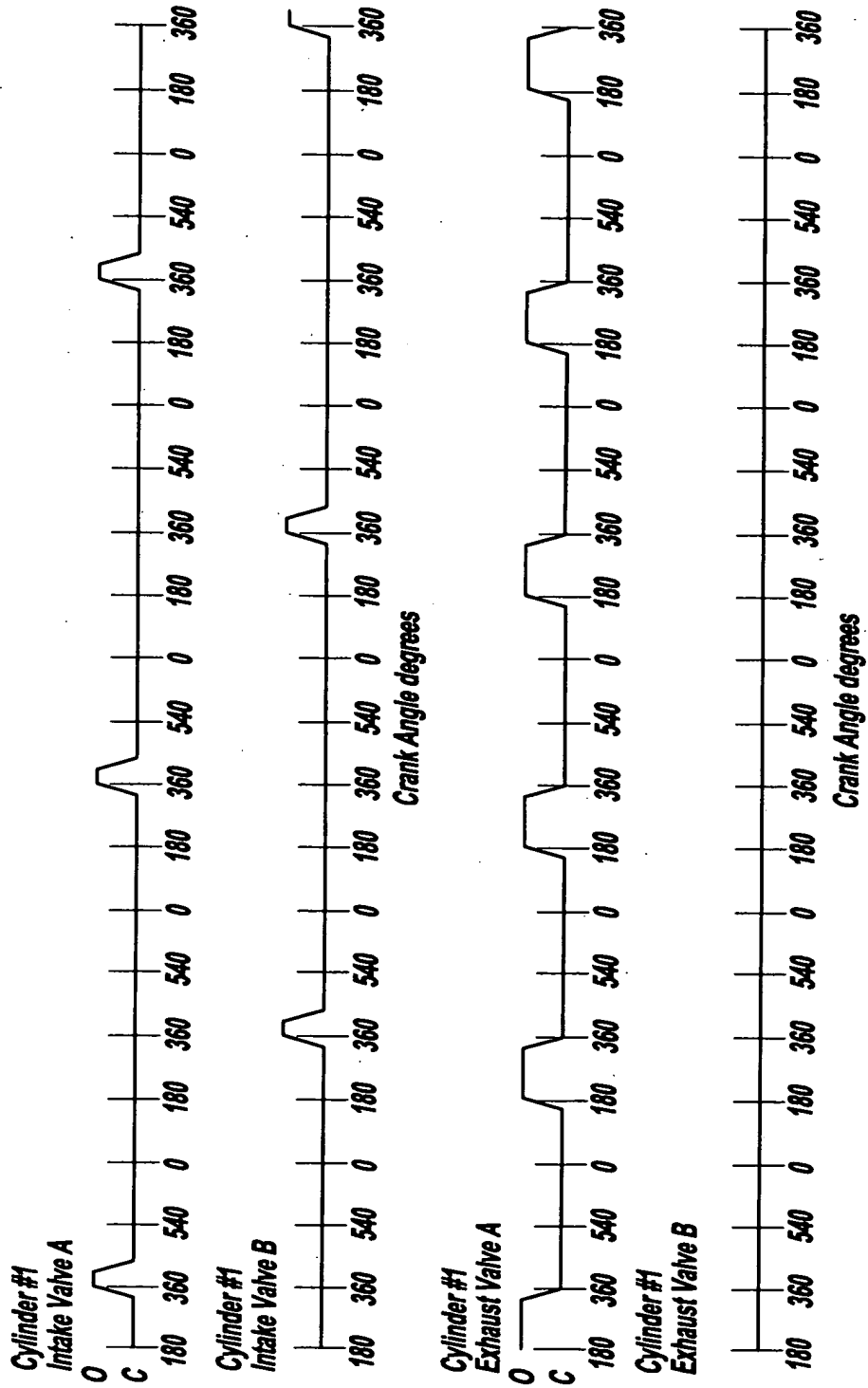


FIG - 46

**FIG - 47**

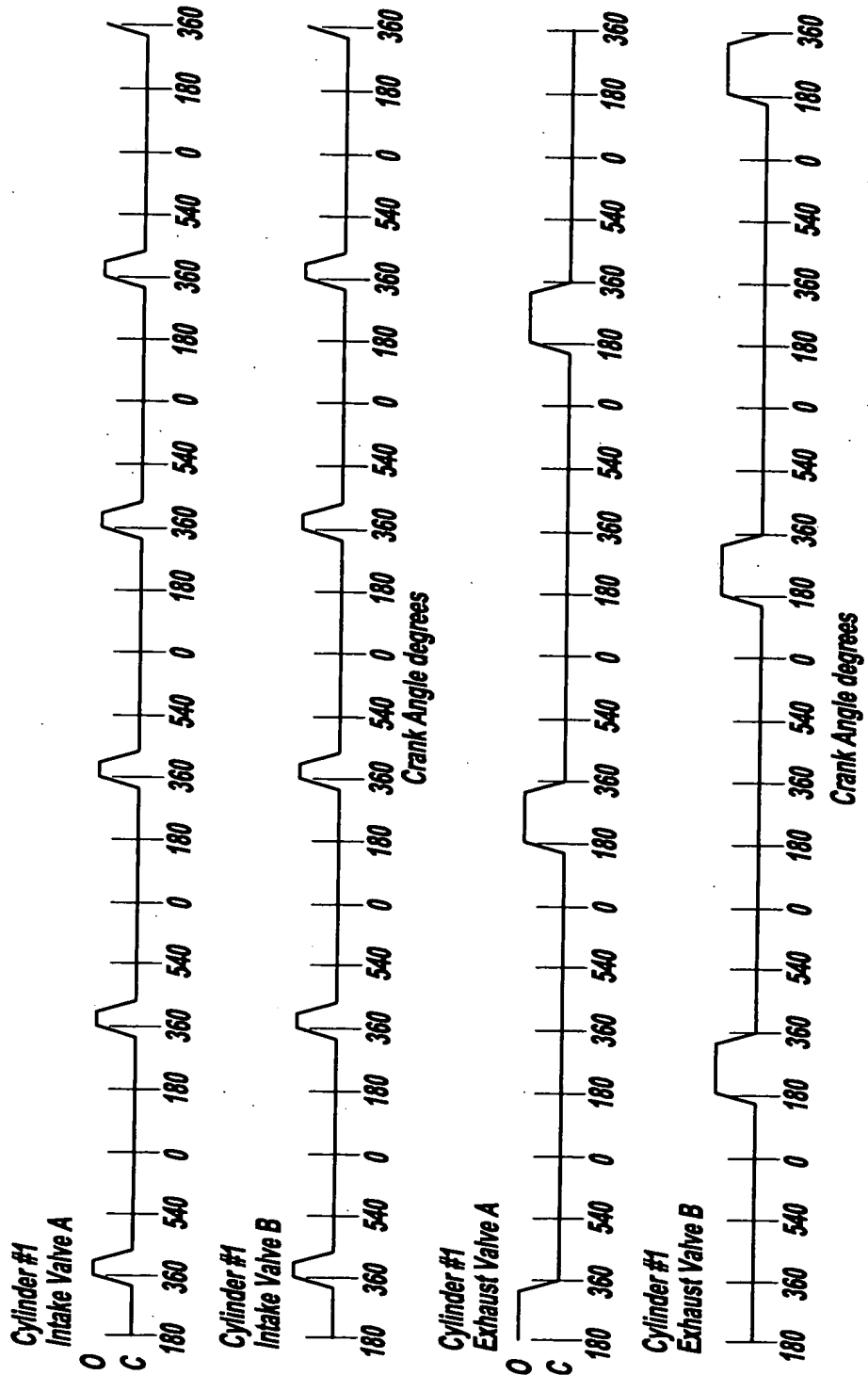
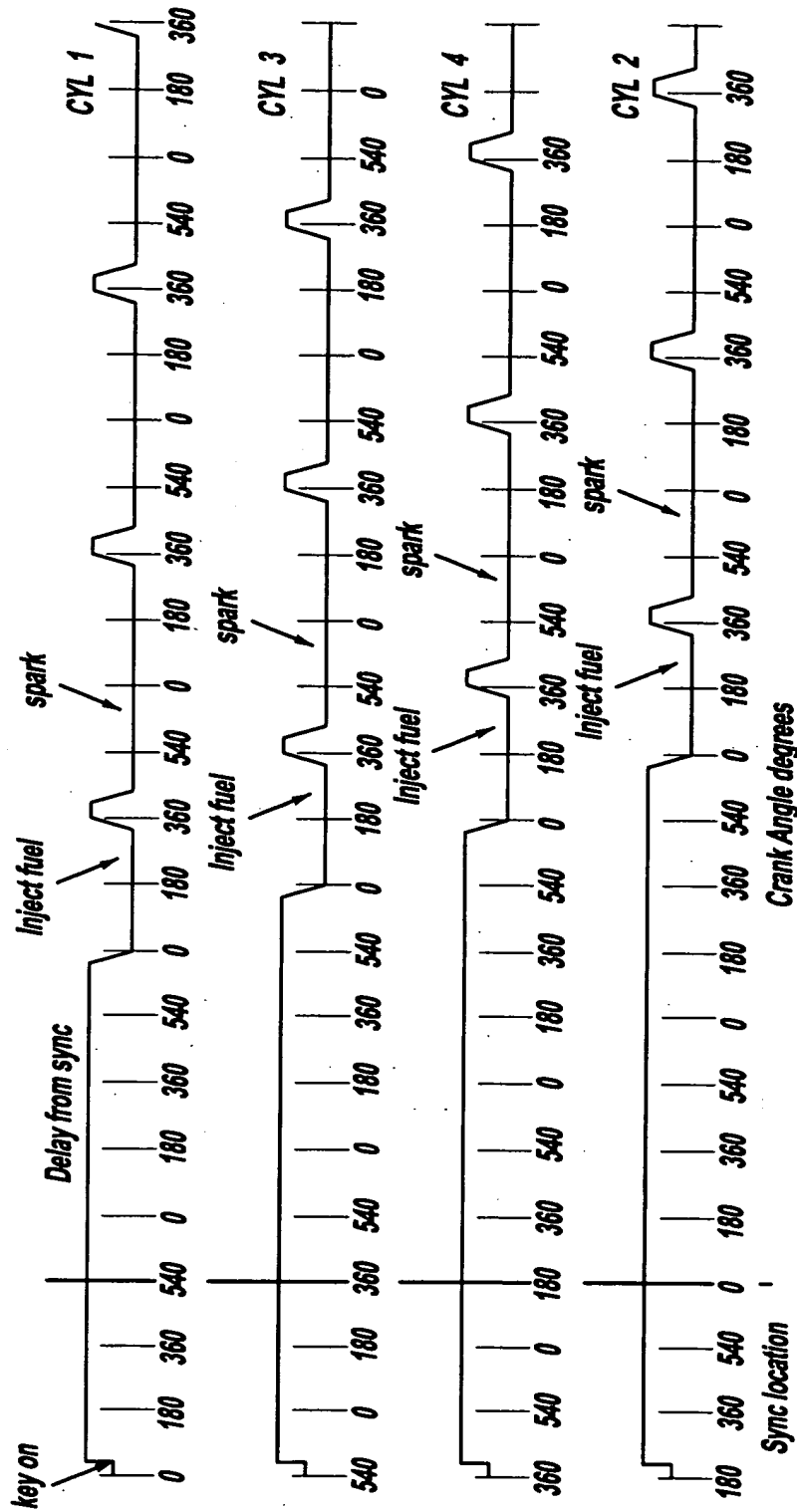
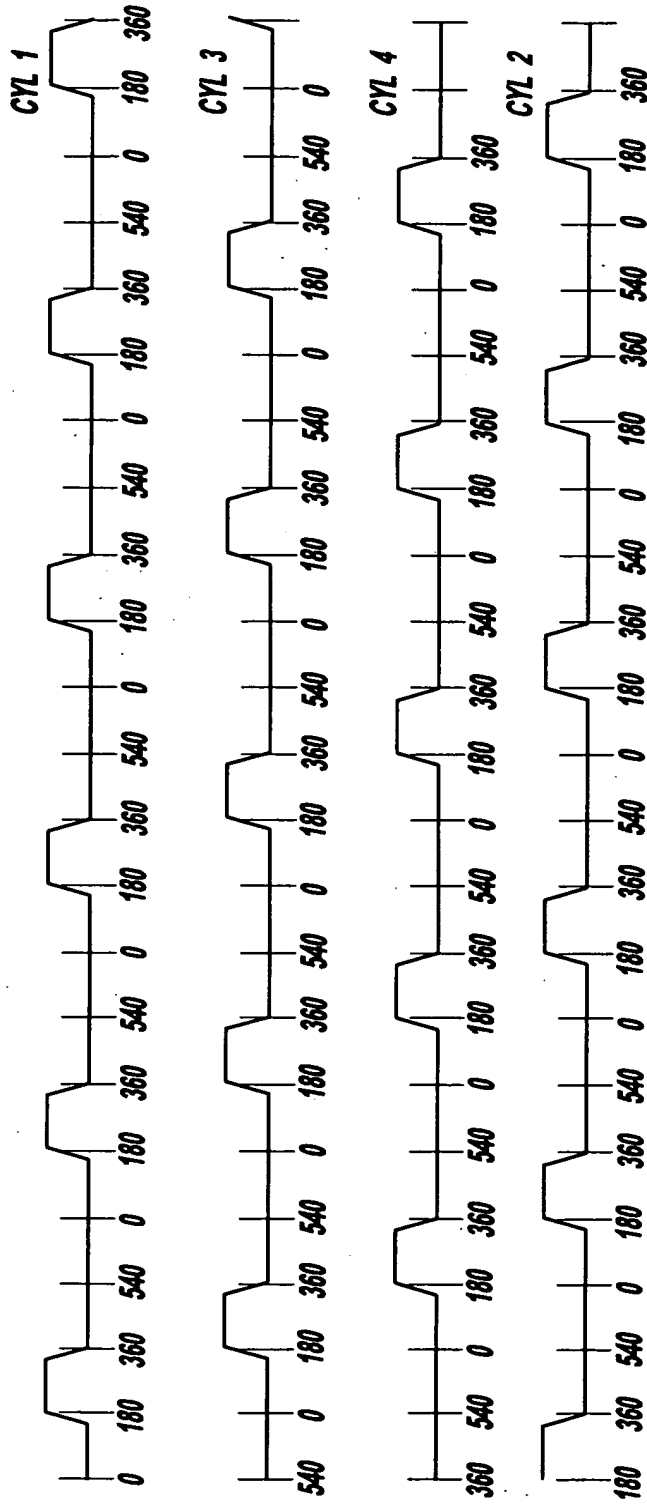


FIG - 48



Intake Valve Timing From Start (electrical valve operation)

FIG - 49a



Crank Angle degrees
Exhaust Valve Timing From Start (mechanical valve operation)

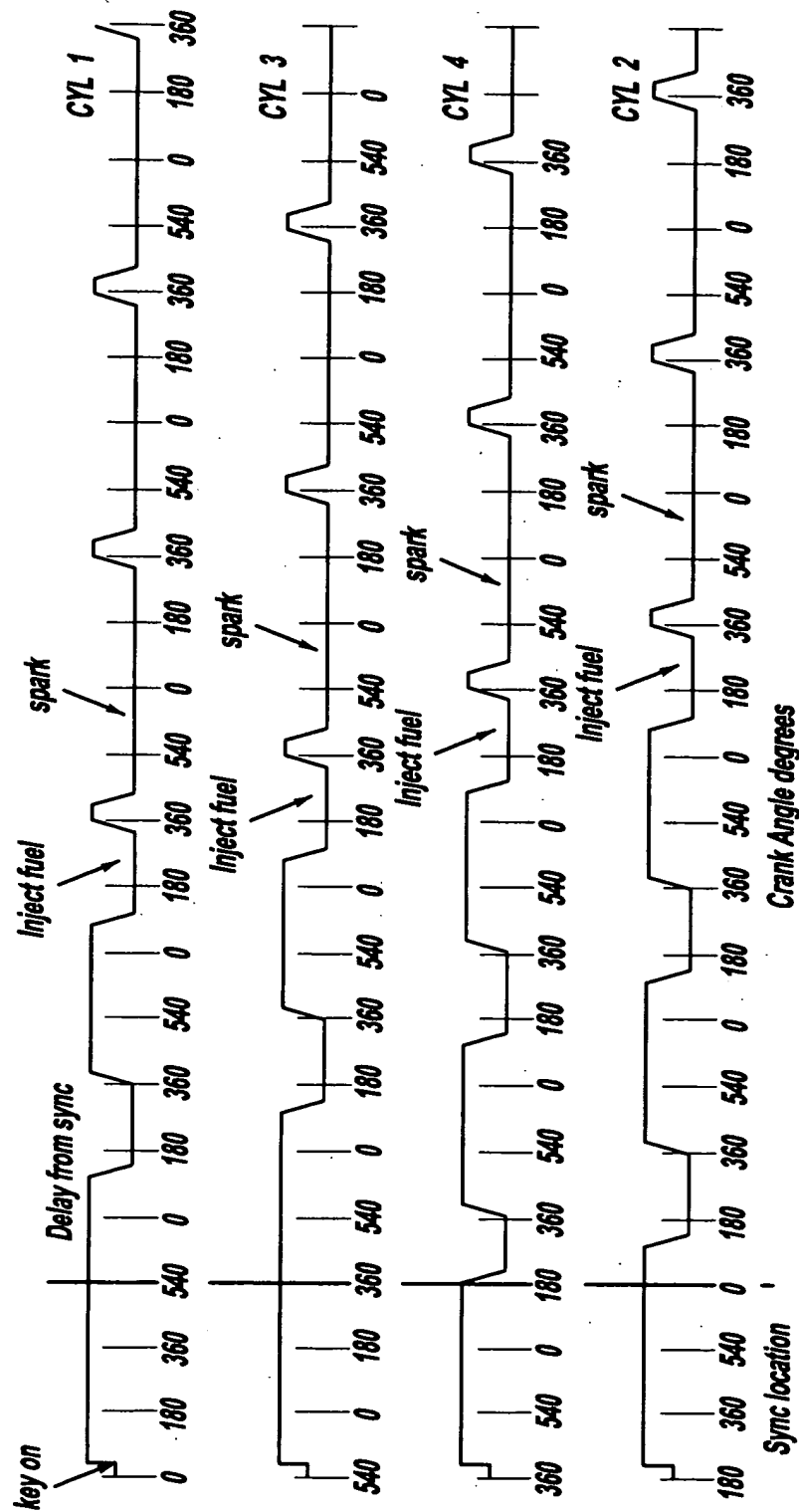
Cylinder piston position cyl 1 & 4



Cylinders 2 & 3

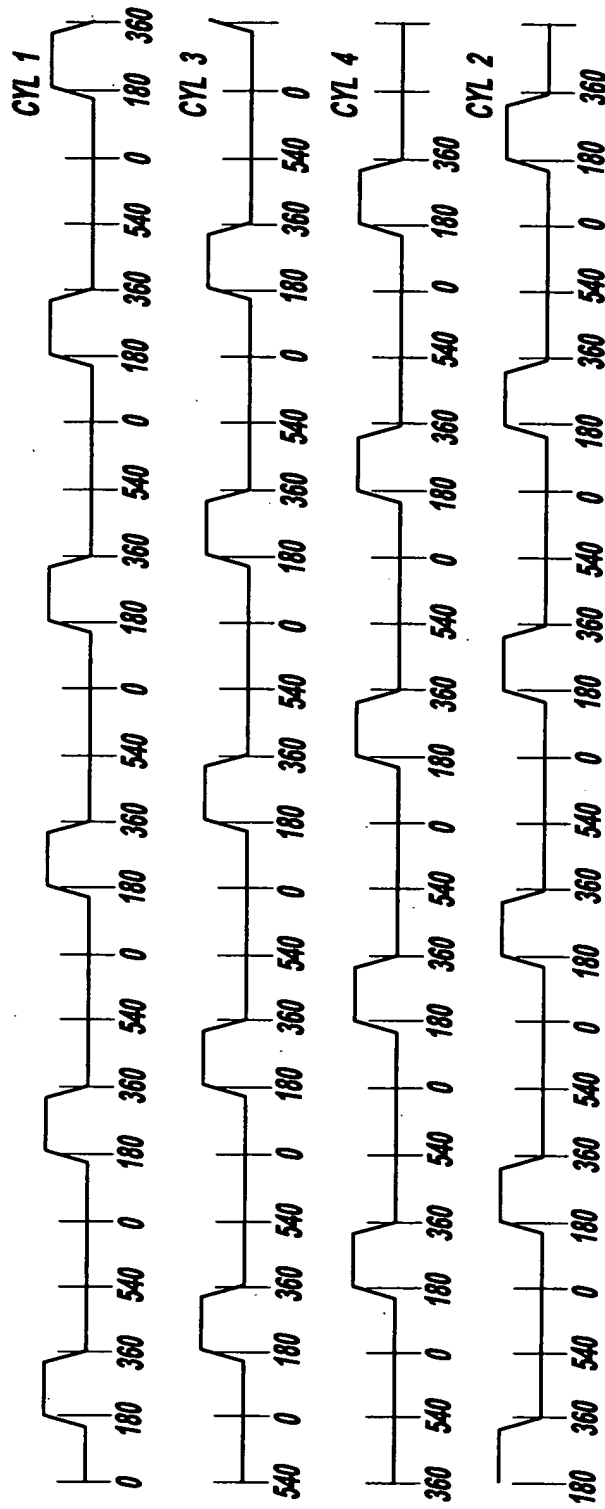


FIG - 49b



Crank Angle degrees
Intake Valve Timing From Start (electrical valve operation)

FIG - 50a



Crank Angle degrees
Exhaust Valve Timing From Start (mechanical valve operation)

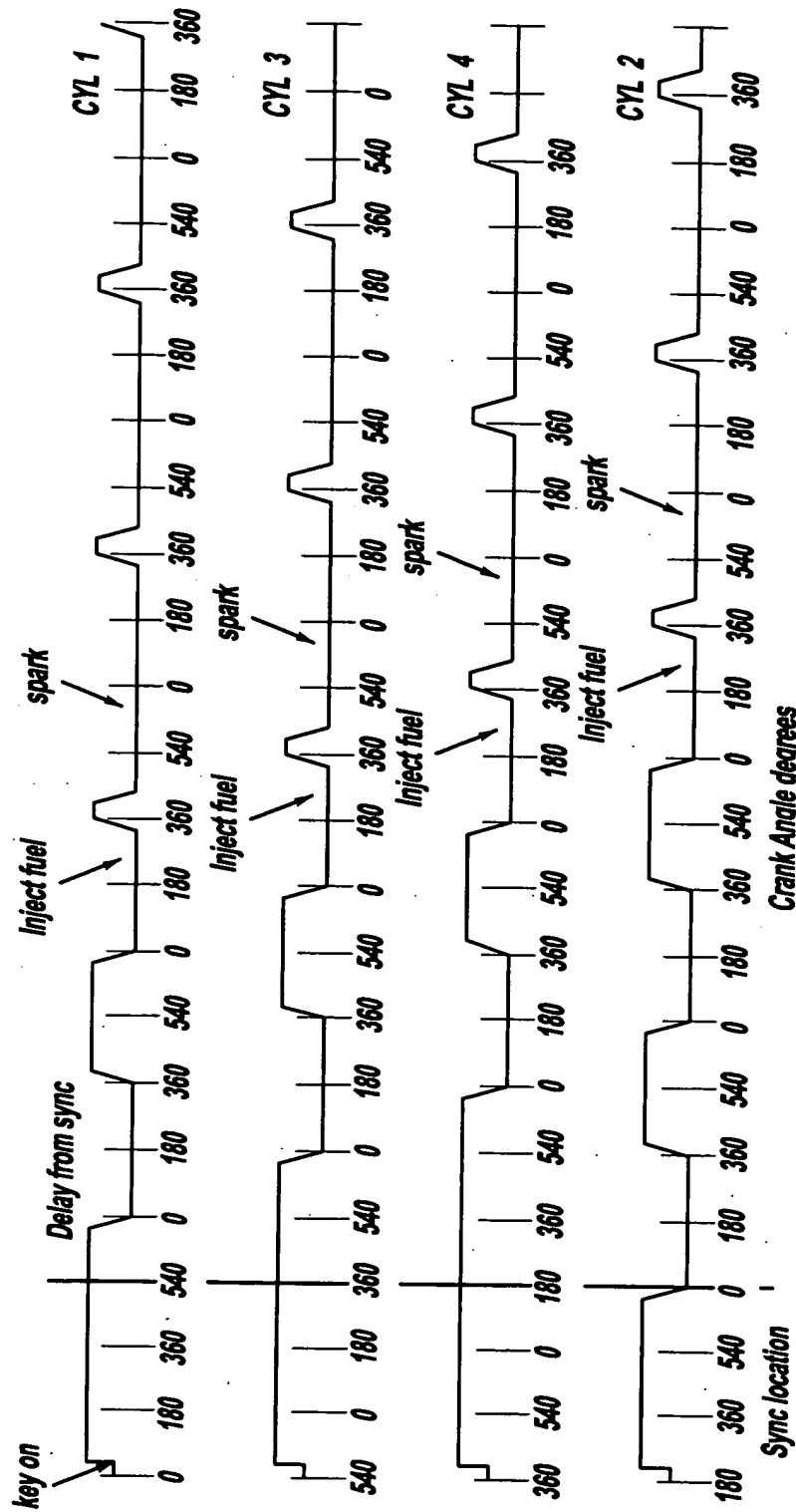
Cylinder piston position cyl 1 & 4



Cylinders 2 & 3

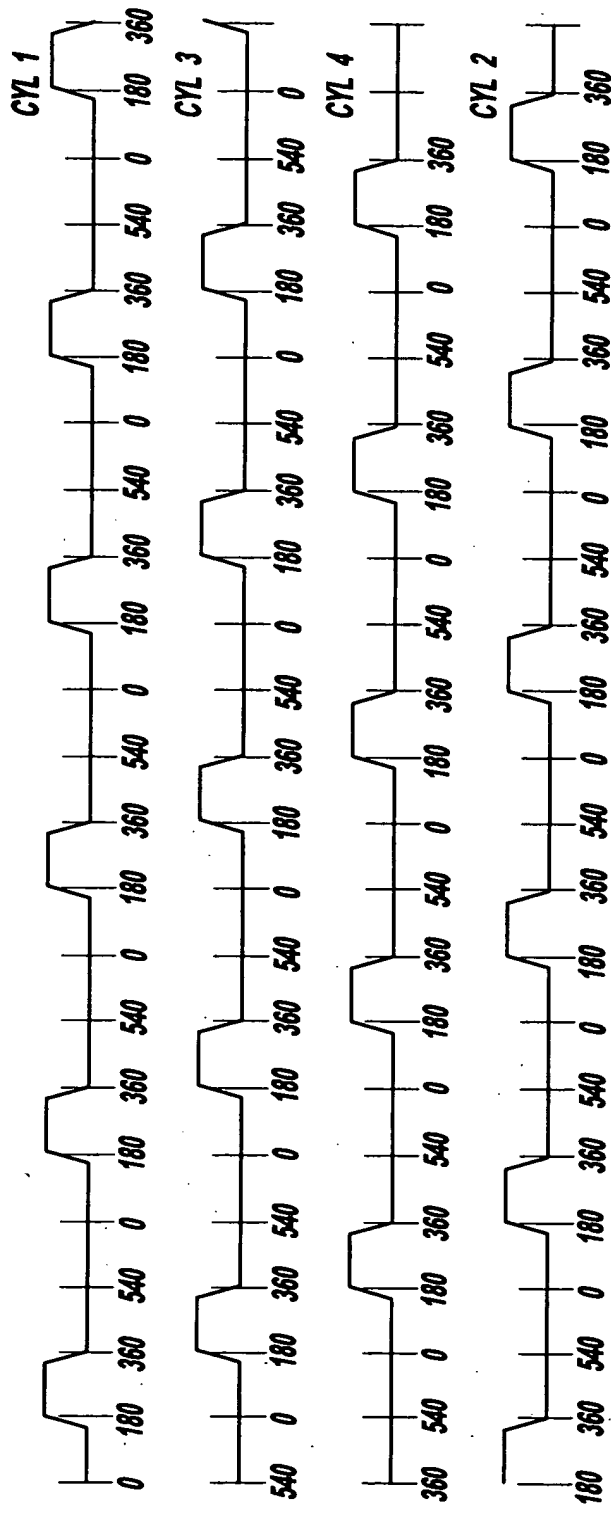


FIG - 50b



Crank Angle degrees
Intake Valve Timing From Start (electrical valve operation)

FIG - 51a



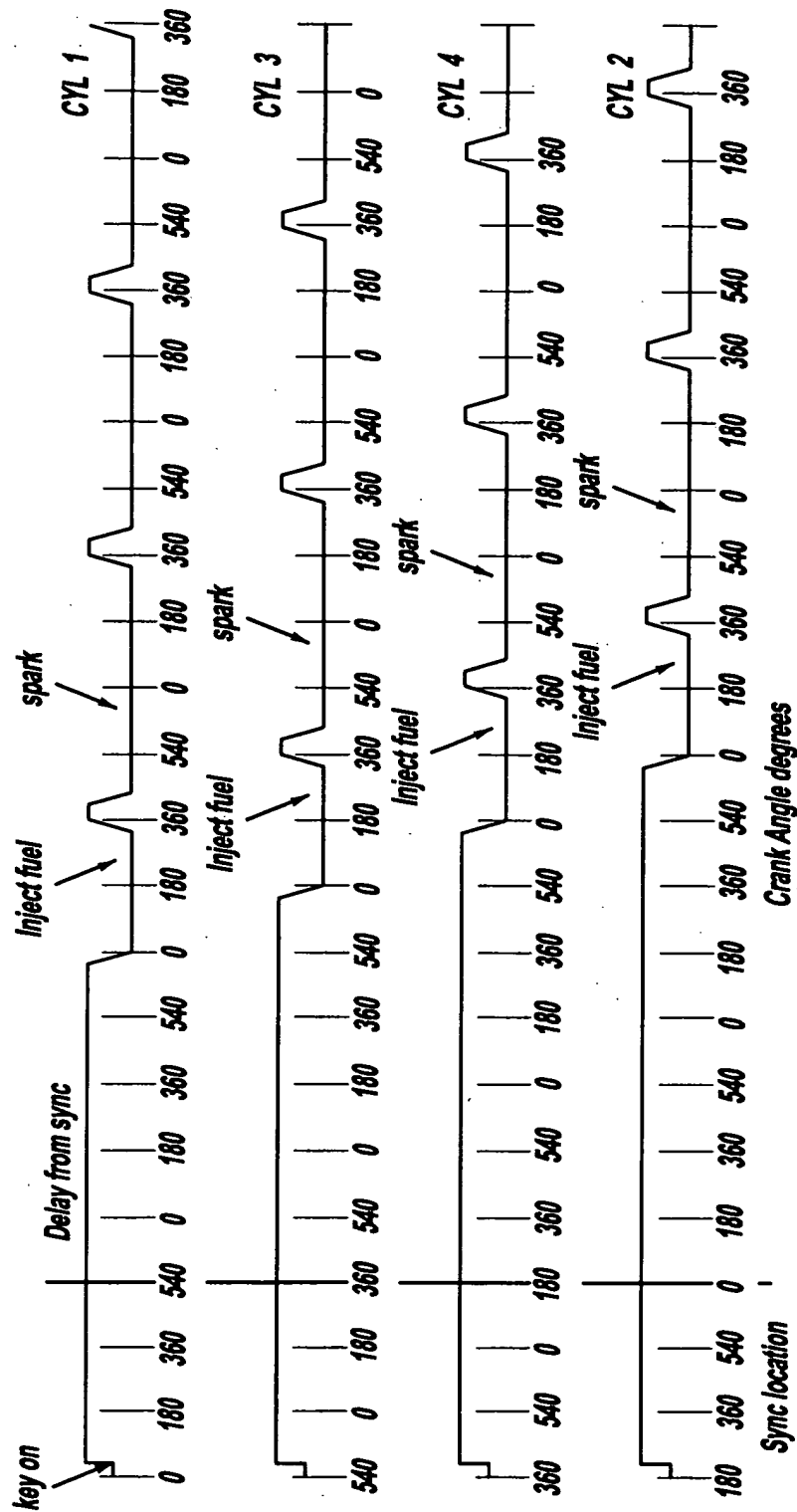
Crank Angle degrees

Exhaust Valve Timing From Start (mechanical valve operation)

Cylinder piston position cyl 1 & 4

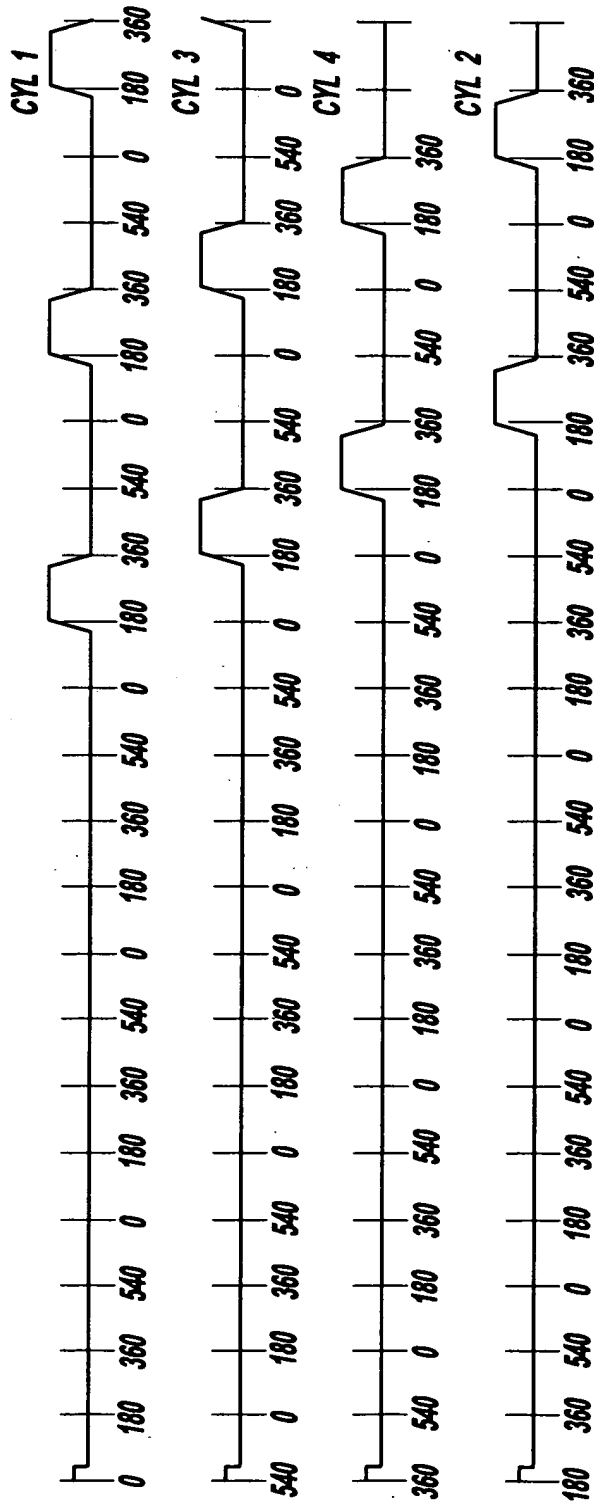
Cylinders 2 & 3

FIG - 51b



Intake Valve Timing From Start (electrical valve operation)

FIG - 52a

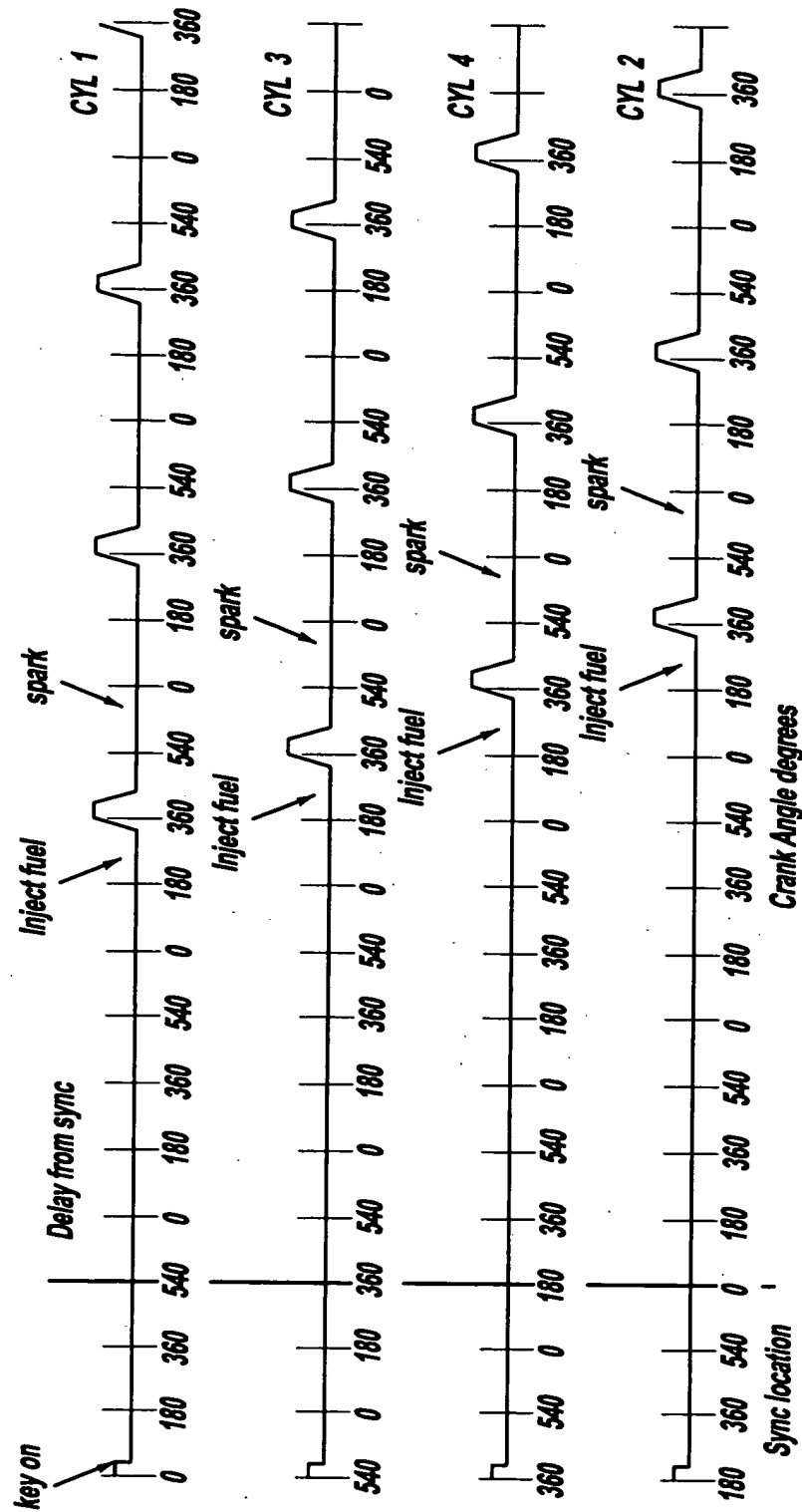


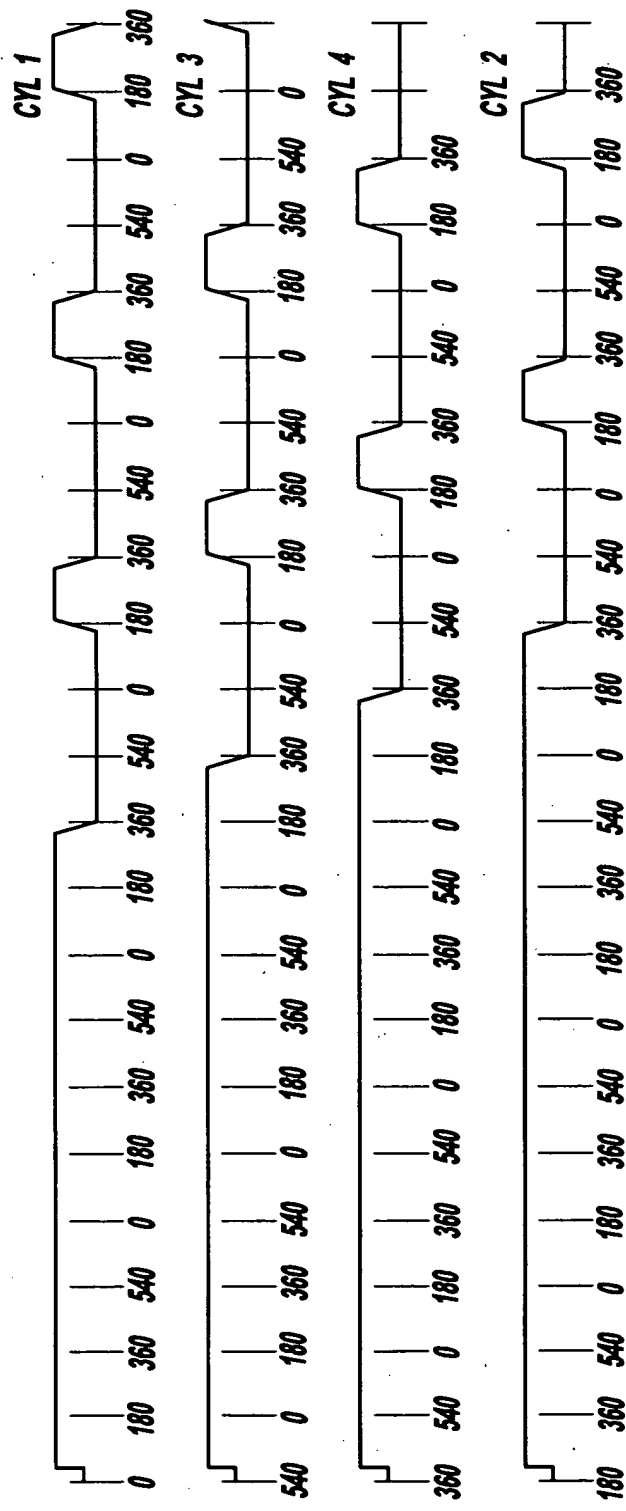
Crank Angle degrees
Exhaust Valve Timing From Start (electrical valve operation)

Cylinder piston position cyl 1 & 4

Cylinders 2 & 3

FIG - 52b

**FIG - 53a**



Cylinder piston position cyl 1 & 4

Cylinders 2 & 3

FIG - 53b

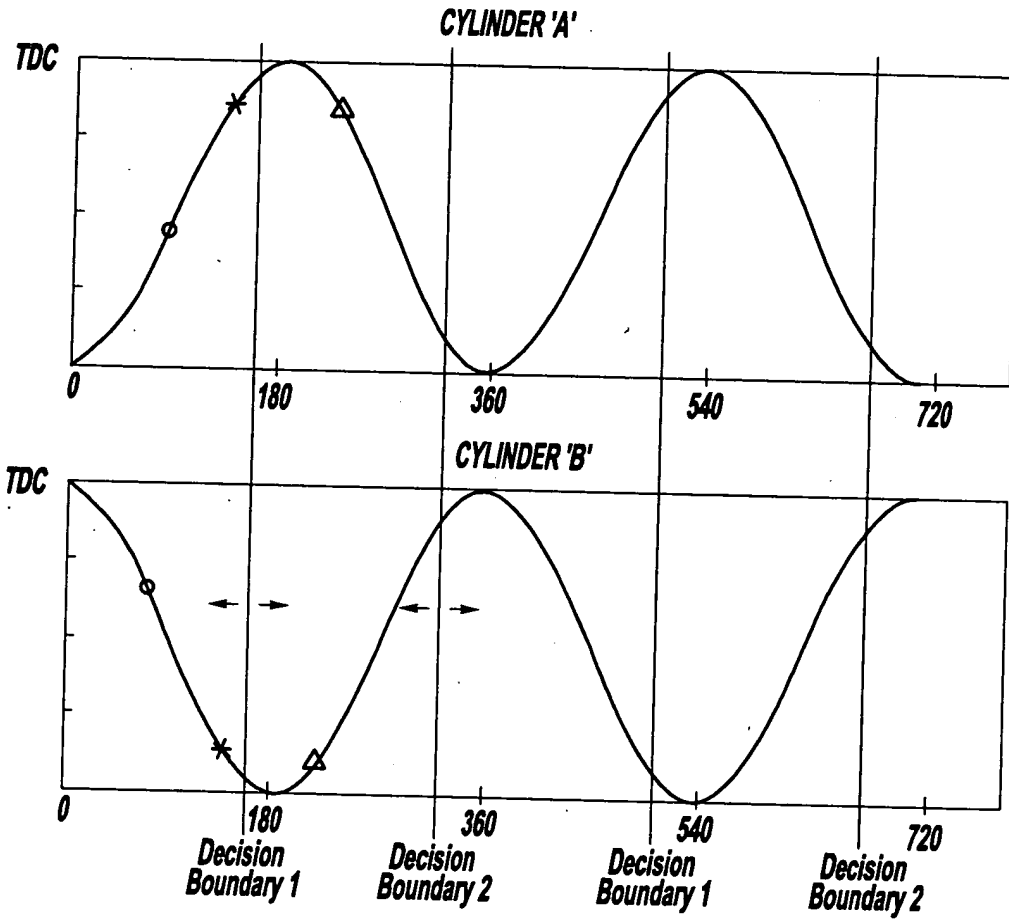
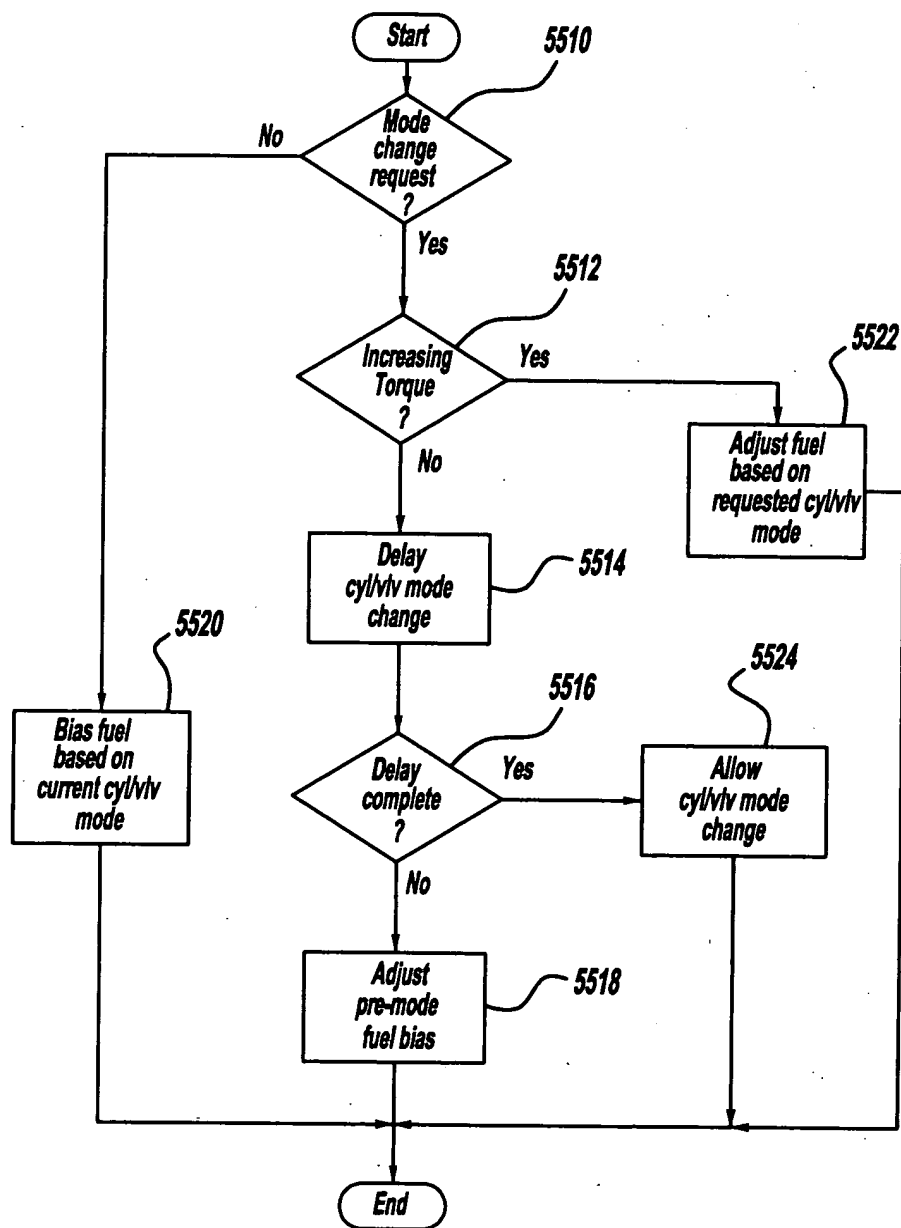


FIG - 54

**FIG - 55**